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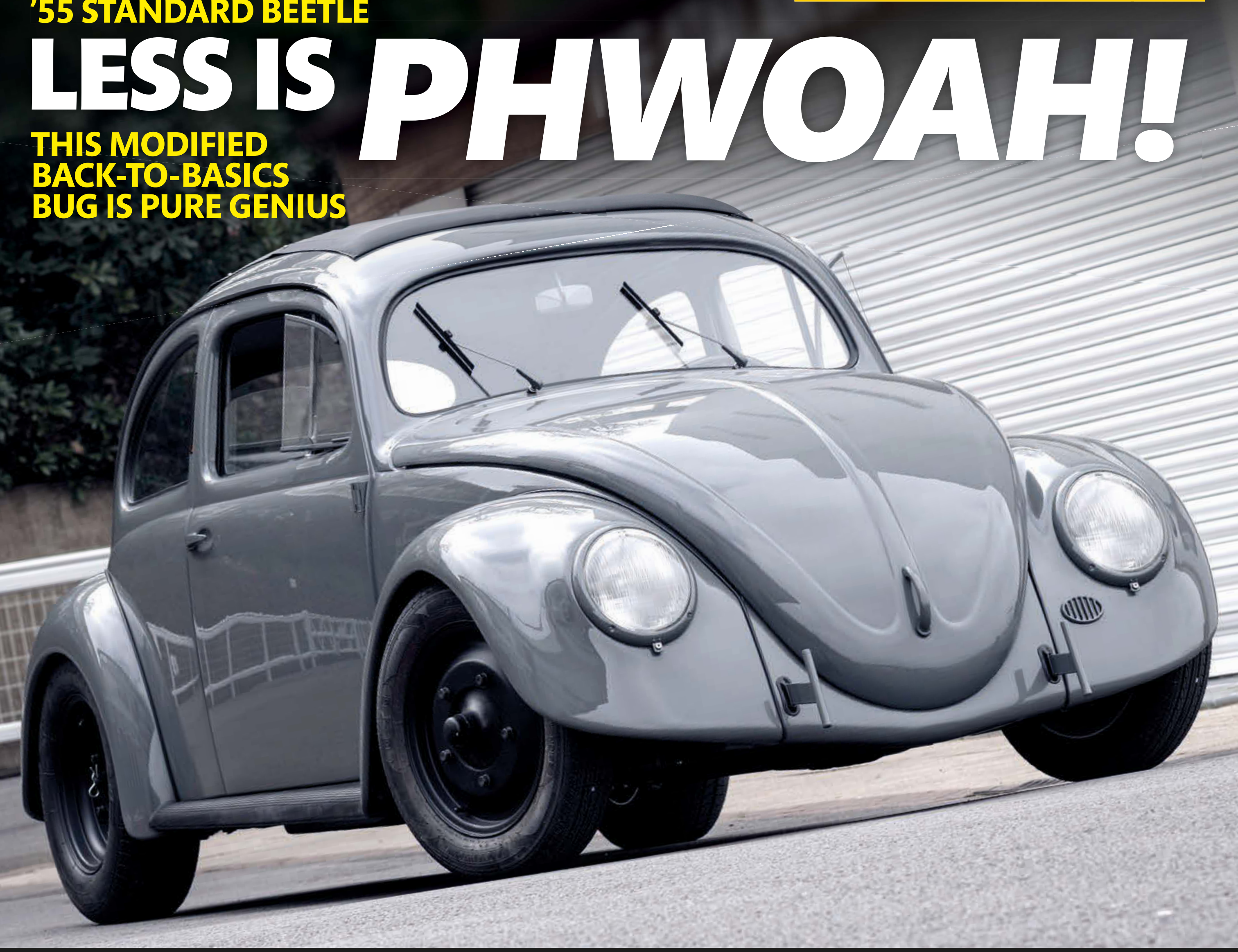

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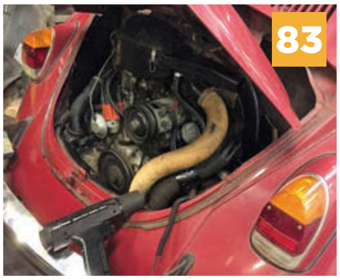

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VOLKS WORLD

The February 2018 issue goes on sale

Friday 12 January

Don’t miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

This year's flown past. The 25th *VolksWorld* Show came and went, I made it to Stonor Park in June and towards the end of July I did the trip to Chimay for the European Bug-In. The Belgian weather was atrocious, but it was great savouring the old-school drag meet vibe – and the famous Belgian beer, although I have to admit, being a working trip, I tried to keep to the Jupilers.

> "I've thoroughly enjoyed tinkering with my '68 1500 this year"

I've thoroughly enjoyed tinkering with my '68 1500 this year, too. Fitting the dropped spindles during the summer was the turning point and now I reckon I am close to getting the car sitting how I want it to. To be honest, it could do with some proper paint, but mechanically it's reasonably sorted and being a Portuguese import, at least there's no gaping rust holes underneath. The thing that's really letting it down now is the interior. I've fitted sound deadening, got the correct rear bench seat installed and some inertia seatbelts up front, but it desperately needs some carpets. I want something factory looking, so that's likely to be the next big job for 2018. I was eyeing up Mark Walker's new Swedish acquisition with its pale sand interior and highback seats (see his sagas on pages 83-85), but I doubt I'll persuade him to part with them.

Yes, there's lots more I'd like to do; a Vintage Speed exhaust would be nice – but all in good time and as finances allow. My days of hiding receipts and quickly clicking off eBay watch list screens have long gone. Honest.

Of course the biggest event of 2017 was our 30th anniversary. And how times have changed in the last three decades since our first issue. Or have they? What's remained constant is the enthusiasm – and the fact that anyone can get involved at virtually any level. And if you ignore the forum critics, you can still do whatever takes your fancy to your car, you won't necessarily need to raid a bank and you can do quite a bit of the work yourself. Oh, and as soon as you buy an air-cooled VW, you'll instantly become part of a much larger worldwide community of like-minded enthusiasts. And it's nice to feel like you belong.

With that quick resumé of 2017 done, there's just one thing left to do and that's to thank you for your continued support, your contributions, your builds, letters and messages and wish you all a happy Christmas and a joyous VW-filled new year. See you in 2018!

Ian Cushway
Editor

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Get them in the diary

Here's a list of season openers to get your 2018 off to a flying start

SAVE THE DATE!
VOLKS WORLD SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey

January

Camper Mart
Date: 14 Jan 2018
Location: International Centre, Telford
Contact: www.campermart.co.uk

February

DubFreeze
Date: 17-18 Feb 2018
Location: Bingley Hall, Stafford
Contact: www.dubfreeze.co.uk

March

Freddy Files
Date: 11 March 2018
Location: Ninove, Belgium
Contact: freddyfiles2017.skynetblogs.be

The *Volksworld* Show
Date: 24-25 Mar 2018
Location: Sandown Park, Esher, Surrey
Contact: www.volksworldshows.com

Camperfest
Date: 29 March-1 April 2018
Location: Chester Racecourse
Contact: www.camperfest.co.uk

April

Elemental VW Show
Date: 7 April 2018
Location: Crouch Valley Showground, Essex
Contact: www.elementalvw.org.uk

Elsecar
Date: 15 April 2018
Location: Doncaster Racecourse
Contact: www.elsecarattheraces.com

World of Air
Date: 15 April 2018
Location: Olen, Belgium
Contact: www.worldofair.be

Big Bang
Date: 27-29 April 2018
Location: Santa Pod Raceway
Contact: www.big-bang.co.uk

May

The Only Meet is Essex
Date: 4-7 May 2018
Location: Orsett Showground RM16 3JU
Contact: www.vw-tomie.co.uk

Stanford Hall
Date: 6 May 2018
Location: Lutterworth, Leicestershire
Contact: www.stanfordhallvw.com

Vanwest
Date: 11-13 May 2018
Location: Burnham on Sea, Somerset
Contact: www.vanwest.co.uk

International Buggy Treffen
Date: 18-21 May 2018
Location: Full-Reuenthal Militärmuseum, Switzerland
Contact: www.buggy-club-schweiz.ch

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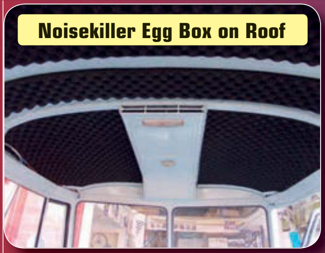
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Is now the time to buy a Bus?

With Split Buses remaining unsold at auction and people grumbling about rising prices, is the VW Bus bubble about to burst? If so, now might be a good time to buy…

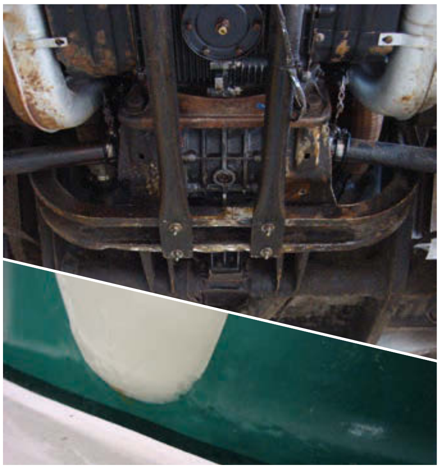
With decent Split Window examples easily making in excess of £30,000 and really nice Early Bays now fetching somewhere approaching that too, has the Bus market reached its pinnacle? After all, the '64 US import listed by Silverstone Auctions has yet to find a buyer and is now advertised at a 'buy now' price for £72,450. Meanwhile, we've seen Bay Window Buses in various states of repair still sitting around unsold at between £10,000-£16,000. Perhaps what we're seeing is a levelling out of values and so, with winter upon us, now might be a good opportunity to take advantage of the lull. Even if it's only a temporary one.

The supply of good, rust-free Splits has dwindled of late, so importing a solid one isn't as easy as it once was, but it's still probably better to buy a less rusty example from overseas than to restore a RHD English example. You might pay a little more for a right hooker but, unless you're dead set on sitting on the right, there's little point in paying the premium.

The best place to start looking as always is on thesamba.com or ssvc.org.uk. Bear in mind that German production of the Split Screen Bus came to an end in August 1967 (you might find the odd later Brazilian or South African-built example, but they're few and far between) so even the newest examples are now 50 years old. That means that body condition is paramount – mechanicals aren't really all that important in comparison. But just as crucial is ascertaining how well previous restoration work has been carried out; paying top dollar for a Bus that's been bodged and in need of another 'restoration' is sheer folly. If you don't know what you are looking at or simply want a second opinion before parting with your cash, there's lots of good specialists around to offer help and advice. You'll find them advertised in the back of the magazine.

> Rust is always going to be a Bus's biggest enemy, so buy carefully. US imports are still likely to be the safest bet in this respect

< Silverstone Auction's '64 went under the hammer but didn't sell. You can buy it now for £72,450



Super VW Fest #4

SUPER VW FEST
MICHELIN

Photo: Druguet

Having made its debut in 2014, when it attracted a staggering 1500 cars and over 10,000 visitors, the fourth edition of the French VW extravaganza that is Super VW Fest is set to take place on 27-30 July 2018. The venue, as in previous years, is the historic Le Mans race track in Maine, France. Gates open at 9am on the Friday and because you can set up camp from 11am until the following Monday, you can easily make a long weekend of it. There will be all the usual VW-rated shenanigans, including competitions, live music and a party that goes on until two in the morning. The race paddocks are open to all air-cooled entrants on the Saturday and a variety of track activities are planned throughout the day – including free sessions, Formula Vee racing, drift and stunt shows and the usual Big Parade. There's a similar action packed, track focussed day on the Sunday.

Pre-booked tickets cost €65 per car (including one driver), with each passenger admission costing €20. Young adults aged between 12-16 will get in half price and under 12s are free. However, we've managed to negotiate a special deal with the organisers, so you'll be able to get a 10% discount on each car pass if you quote code: VOLKSWORLD

Find out more about ticket prices at www.weezevent.com/super-vw-fest-4

See you there!

Calling event organisers!

If you've set a date for your 2018 event, let us know about it for our regular events calendar. Email all your info, including when it is, a location and a suitable contact website address to volksworld.ed@kelsey.co.uk

Latest Stuff

VINTAGE LOOK DIZZY

From: **www.justkampers.com**
Price: **£159.75**

JK is now stocking the Vintage Speed style cast iron 009 distributor so you can get a vintage look, but with modern performance. It looks like an original Bosch 010 but without the price tag and features an advance curve that matches a Bosch 009. Okay, it might weigh down your Christmas stocking – but it's guaranteed to delight. Order it by quoting part number J42072.

ULTIMATE EXHAUST

From: **www.csp-shop.com**
Price: **€1199.00**

CSP Products has created the ultimate street exhaust system, the all-new Evolution Competition. It was designed with the collected experience from the CSP Products' Wasp system. That's why it features the same collector with lambda socket as the CSP Products Wasp. The equal length header pipes are also movable to keep the flange always centred, no matter how wide the engine is and because of the very clever design the CSP Products Evolution Competition is suitable for very low Beetles or Ghias as well. The exhaust system comes with 38mm or 42mm pipe diameter, can be used with heat exchangers and includes high quality mounting material.

FEELING A BIT FLAT?

From: **www.justkampers.com**
Price: **£145**

It might not look too exciting, but it would make a brilliant present. The EP21 Portable Jump Pack from JK (J40473) features the latest lithium battery and can either be used for an instant jump-start if your battery runs down, or to charge up mobile devices while you're out and about. It comes with a built-in torch, a USB port and a selection of adapters.

CAP THIS!

From: **www.justkampers.com**
Price: **£283.50**

JK is offering sets of four, genuine Volkswagen hub caps to fit Beetles made from 1968-2003. These are created to the original specification using the original tools, and finished with top quality chrome. Perfect to get your VW Beetle ready for the start of the 2018 show season!

PLAY YOUR CARDS RIGHT

From: **www.vwheritage.com**
Price: **£20.40**

Why sit in silence watching rubbish Christmas TV when you can switch it off and crack open a tin of playing cards instead? It's the perfect old-school family activity, you know. These cards from VW Heritage (there's two packs) feature lots of great Split Screen Bus images – and being a fully licensed VW product, the tin even carries a VW logo. Now, what more can you ask for at Christmas?

ROOM WITH A VIEW

LET'S GET COOKING

From: **www.vwheritage.com**
Price: **£22.95**

Get kitted out for that epic Christmas Day cooking fest with this striking retro design unisex apron. Made from quality cotton, the neck loop features an adjusting buckle with a matching blue waist tie so it can be made to fit all shapes and sizes. There's even a deep, double size front pocket to keep all those kitchen utensils close at hand. In a nutshell, it would be ideal for any VW lover that loves to cook or BBQ. As a fully licenced VW product, the apron carries the VW logo and would make the perfect Christmas gift.

Volkswagen

LIGHTEN UP

From: **www.justkampers.com**
Price: **£16.25**

Does driving your Beetle in the dark involve a bit of guesswork? Could your lights do with an upgrade? If so, JK have the solution with these 7in EMPI replacement halogen H4 headlamp units (J34582). They're supplied with 55/60w halogen bulbs, so they're ideal for giving your Beetle a quick, effective upgrade.

STOP RIGHT THERE

From: **www.aircooledaccessories.com**
Price: **£40**

If you're at all worried about being tail ended due to someone not seeing you, then these 4in red stop / fog lights might help allay your fears. With their distinctive cast aluminium 356 style grilles they look dead cool, too. The lamps are supplied with a 12v bulb featuring high and low elements (but you can easily change it to a 6v if required), and its own universal chrome bracket. The price is for an individual light, but you can save money if you buy a pair. They're available with a red or amber lens.

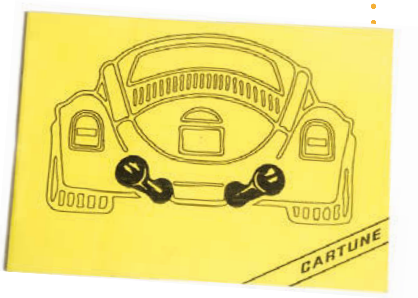
GIVE ME A RING

From: **www.vwheritage.com**
Price: **£14.30**

If you're after a last minute stocking filler, then grab one of these enamel Beetle keyrings (part code AC999B003). Bear in mind, this isn't any old keyring – no, it's an official VW one, so it comes in its own presentation box and has a genuine VW part number.

Your shout

Cartune *relaunched!*



Following on from your 30th anniversary edition (which I loved), I was pleased to see *Cartune* get a little mention by former *Safer Motoring* editor Robin Wager.

I thought it might be of interest to you guys that coincidentally I have taken it upon myself to resurrect *Cartune*. I have been a fan / collector for many years and it always rankled with me that they've kind of been erased out of UK VW history.

I think most people of a certain age associate the *Cartune* name with that pre-*VolksWorld*, pre-new wave scene that just wasn't cool enough. But as I've found out, *Cartune* really was out there trying to seriously improve the VW. Vented drum brakes and 2.0-litre Reece Fish fed engines were pretty commonplace and at least in my book, were definitely cool! Take a look for yourselves at www.cartunevw.co.uk.

Martin Lee, via email

Great news, Martin, I am glad I kept one of the old Cartune catalogues – Ed

What should we wear?

Thumbing through the latest issue of *VolksWorld*, I happened across a letter in the Your shout column entitled 'Fashion Statement'. WTF? Ms Duke did not suggest what we, the middle-aged men, should be wearing in order to keep her satisfied! Should we be packing chinos, linen slacks or maybe a safari suit to keep us cool at the shows? I clearly need some formal guidance here.

Camo shorts (or any other cargos, for that matter) are a hangover from the skate/surf association of counter-culture with VWs. They stem from army surplus stores selling cheap, yet durable, ex-military combat trousers then being cut down when the knees wore out, or simply reduced in length for the summer. Skate brands cottoned on to this and started producing these items. This is what VW shows were originally built on: counter-culture.

So I would suggest that if Ms Duke's feelings are sufficiently strong she should either stand on the gates herself or, better still, challenge each of the middle-aged men that offend her personally and demand an explanation.

Adrian Challis, via email

I am one of those middle-aged men too so I can see where you are coming from Adrian – Ed

VOLKS WORLD SHOW 2018

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Book online at **www.volksworldshows.com**. Advance Tickets: Adult Day £16, Advance Weekend £24* to Two Day Ticket £24* Weekend Camping £45* **Booking fee applies**. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. All attractions subject to change. Advance bookings close midnight 23 March 2018.

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VOLKS WORLD SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey

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BEST OF THE BEST

If you have or are building a top quality show Bus, we are still looking for entries of the highest order. In the first instance email a brief description and a couple of pics to adrian.vaughan@kelsey.co.uk. You never know, next March you could be walking off with a 'Best of Show' award.

PARADE RING ENTERTAINMENT

Live music, VW themed entertainment plus some really cool club cars make Sandown Park the place to meet up with old mates, make new ones and talk about everything air-cooled VW. There are two entertainment areas: one on the Summer Lawn and one in the club area, so make sure you pay a visit to both. Check out the website to see what's happening.

BUMPER YEAR FOR SHOW VEHICLES

2018 is looking like a bumper year for show cars. We have already had plenty of applications and have accepted some great vehicles that will be making their debut at the 2018 show. Better still, lots of the cars go on to become a *VolksWorld* magazine cover star and one lucky owner will even get their car displayed on the Meguiar's 'Best of the Best' stand at the NEC Classic Car show. So if you are planning to have a car or Bus ready by March 2018, and would like to display it, let us know as soon as possible so that we can follow your project and invite you to attend.

BOOK A CAMPING TICKET AND GET A FREE HOODIE

That's right we are offering a free *VolksWorld* hoodie to everybody that books a weekend inc camping ticket. Select your size when you order. Camping helps you make the most of your time at The *VolksWorld* Show: no early morning start, you wake up on site and you'll be ready to make the most of the many attractions! Campers will have their very own catering, bar and entertainment on the Saturday night. Camping is adjacent to the main show site and – new for 2018 – campers will have their own entrance to ensure speedy access in and out of the show grounds.

ARE YOU ON THE CLUB STAND LIST?

We would like to thank everybody that has booked a space at next year's show, and soon we will be publishing a list on the show website of all those attending the 2018 event. Check out the list to ensure that your club is booked in. If not we do have a couple of 5 car plots still available, but be quick, as they will be sold soon. All bookings are online this year so check out the website for information on how to book. Remember to apply for your free club t-shirt (day ticket) or hoodie (weekend with camping club ticket) when you book.

INTERNATIONAL SWAPMEET – BOOK YOUR TABLE TODAY

Always one of our favourite areas of the show, the *VolksWorld* swapmeet is the highlight of the show for many visitors. A whole hall of private swapmeet tables selling everything on your wish list plus things you never knew existed, it's a real treasure trove of VW parts, some at bargain prices. If you have parts cluttering up your garage and would like to help out a fellow enthusiast or want to make a few pounds, why not book yourself a table. Check out the website to find out how.

BUY TICKETS IN ADVANCE AND SAVE CASH. ON SALE NOW

Day visitor and weekend tickets are on sale now! Don't forget new for 2018 will be a free exclusive *VolksWorld* t-shirt with every adult day ticket and a hoodie with every advance adult camping ticket purchased.

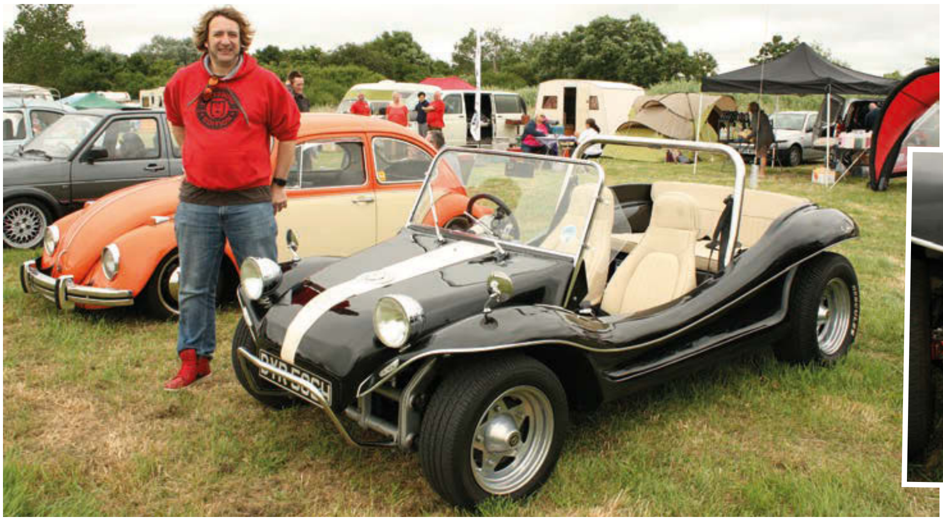
LITTLE VW BUG-GERS

The *VolksWorld* Show has always been a great place to bring the next generation of VW enthusiasts. The show makes a great family day out, and now you can bring up to two kids aged 14 and under free of charge. Get your free child tickets when you book your adult tickets online.

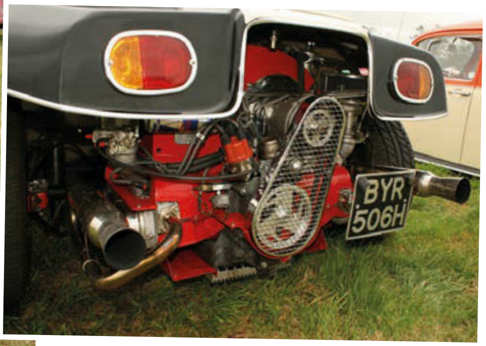
For more information on The *VolksWorld* Show 2018 and ticket booking visit

www.volksworldshows.com

Car of the month



Propulsion comes from a 1641cc lump with twin Dellortos



Gordon Newell, FF LWB Beach Buggy

Tim Cooksey set up Fibre Fab Kit Cars and Conversions in 1983, with the FF being loosely based upon the American Balboa Buggy. In 1986 manufacture was taken over by Country Volks of Basingstoke, Hants, before production ceased in 1993. And the exciting bit is that Gordon Newell has since obtained the original moulds of the SWB and LWB FF Buggy with a view to re-producing them (www.ffbuggies.co.uk).

Gordon's FF buggy is the very car that was used by Country Volks for the front cover of their advertising brochure, minus the side pods. As he explains: "I purchased the Buggy in 2010, and the original bodyshell was rather beaten up and it had holes in the wheel arches. I was sold the buggy as being mechanically sound, but alas it wasn't and I had to drive it home on only one rear brake. Every time I went over a speed bump it blew the main fuse. There was only one thing for it, to complete a full rebuild, but using a brand new bodyshell (finished in a black gelcoat) and carry out a complete rewire too." There's now EMPI disc brakes all round, which makes for some serious stopping power and the front beam has been slightly modified.

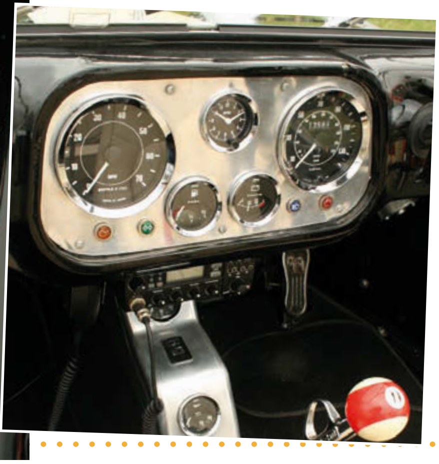
Originally powered by a 1200cc engine, there's now a 1641cc engine out back which has undergone a top end rebuild and breathes through twin 36mm Dellorto carburettors.

The buggy sits on chrome plated Cyclone steel wheels which help create its very 1970s look, even if it was produced much later! The dashboard has a full complement of instrumentation, plus there's a CB radio. Speakers are cleverly integrated in the headrests of the Mazda MX5 Mk1 heated seats, which have been retrimmed in vinyl. "That's about the only way you get to hear music on the move in a Buggy," jokes Gordon. "For the rear seat passengers they have their own individual headsets. If you look closely, you will see the interior light is integrated into the roll-over bar."

The small Road Runner stickers at the rear refer to Gordon's nickname on the Beach Buggy Forum. So another buggy marque has been resurrected from oblivion, well actually the body moulds surfaced in North Yorkshire in 2013.

> "Speakers are cleverly integrated in the headrests of the Mazda MX5 Mk1 heated seats"

Mazda MX5 front pews look comfy and have speakers built into the headrests



Instrument pod has a classic British sports car look to it we'd say

Dianne Quinney, 1975 Beetle 1303

VW Camper Chicks Facebook group member Dianne Quinney used to run a T2, but when that was sold she purchased her 1975 Beetle. It's finished in Atlas White, and has retained much originality, including the factory Motorola radio and the heated rear window element which still works. Even the mudflaps look as if they were on the car from new. "The car came with a stack of paperwork, that included the original bill of sale," says Dianne. "It was sold by a Volkswagen dealer in St Johns Wood to its first owner who lived in Chelsea. Even the original dealer keyfob has survived. I have had the original engine rebored to 1641cc by the VW Engine Company in order to gain some much needed extra power, as I tow a 1975 Eriba Puck caravan." Mounted under the bootlid is a BlazeCut Fire Suppression automatic fire extinguisher system, which makes for a very neat and simple installation. "This wasn't expensive and provides great peace of mind," points out Dianne.

The interior's original seat covers have been removed and replaced in favour a set of pale blue covers, essentially as they are the same colour as Dianne's Puck caravan.

Automatic fire extinguisher install adds peace of mind

Okay, the trim's not original – but who cares because Dianne did it to match the colour of her Eriba Puck

Miriam Tucker, 1967 Beetle

Miriam's owned her Beetle for around 10 years, but it's only over the last three that she's begun getting it more sorted. But being a '67, it hasn't all been plain sailing. "As it was a prototype for the 1968 model, sourcing replacement parts for the restoration became quite challenging at times," she explains.

Miriam originally found the Bug under a sheet on someone's trailer in mid Devon and purchased it for £100. "My dad gave me £100 to spend at Christmas and so I acquired a very rusty old Beetle, which then sat around for several more years in someone's shed, until such time as the restoration commenced, which was a joint effort between myself and my friend Colm Fay. Another friend did all the welding and several wings needed replacing before it was ready for spraying."

Many original fixtures and fittings, such as the quarter light window catches were very hard to find and substitutes had to be used where necessary. The Beetle's running gear is all matching numbers, with the 1200cc engine being sympathetically refurbished as far as was practicable. The only concessions to modernity has seen the dynamo replaced with an alternator and the electrical system being converted to 12V.

That glovebox catch obviously needs fixing and inside it's as basic as it gets, but that radio sure looks flash

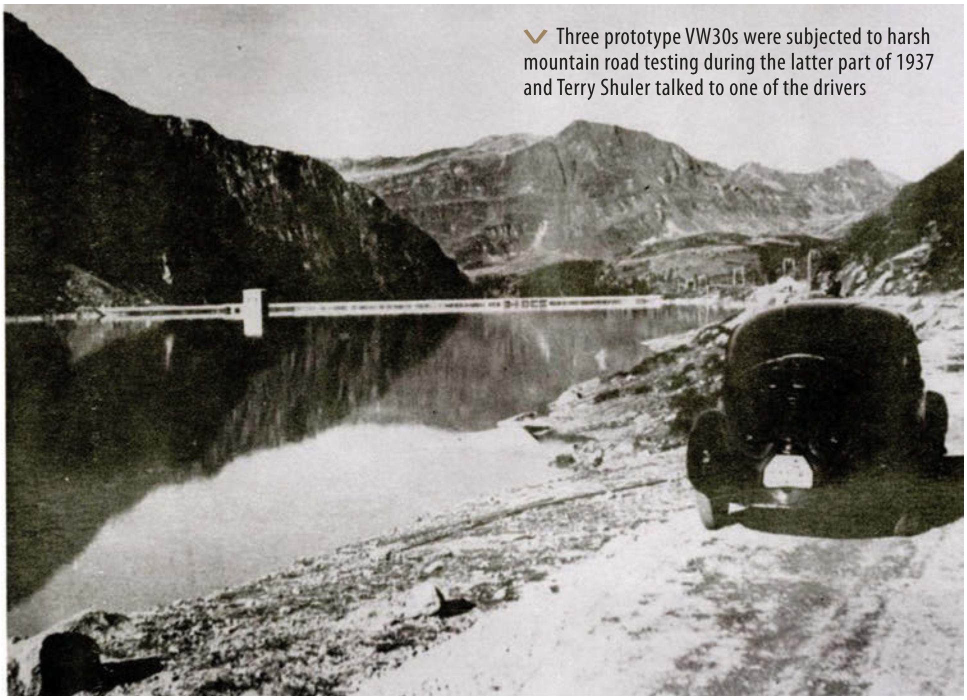
Miriam's Beetle still boasts its original 1200cc engine – it all looks pretty oil tight

WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld.ed@kelsey.co.uk Subject: Readers' rides

Testing times

Terry Shuler, former president of the Vintage Volkswagen Club of America, researched one of Porsche's early test drivers who drove the 1937 VW30. Here's a short excerpt



Three prototype VW30s were subjected to harsh mountain road testing during the latter part of 1937 and Terry Shuler talked to one of the drivers

Having completed various prototypes (the V1, V2 and V3) between 1934-36, the next big undertaking for genius designer Ferdinand Porsche was to design, build and test the VW30 Series. Thirty were made and subsequently divided into five categories for testing. One group of cars was to be tested around town, another on autobahns, one subjected to combination driving, another for experimental purposes and finally a group was assigned the most gruelling test of all – to be driven over the high mountain passes between Germany and Austria.

One of the test drivers was GP Schuck-Kolben. Born in Austria, he grew up in Prague, where his family owned industries that employed about 40,000 people in the late 1930s. He learned to drive at an early age. One of the cars he drove was a SSK Mercedes, another was a Praga – a car built in one of his grandfather's factories in Prague. He also drove a friend's 35B Bugatti in various competitions.

In the summer of 1937, while on one of his frequent business trips to Germany, Schuck-Kolben's uncle met Dr. Fritz Todt, Hitler's architect responsible for building Germany's new autobahns. During conversation, we presume, a bit of driving work was lined up for his nephew testing the new 'people's car' being developed for VW by Porsche.

Young Schuck-Kolben was soon on his way to join up with the test programme, based at the bottom of the Katschberg Pass, 100 miles south of Salzburg, Austria.

Shift werk

The Volkswagen test crew shared a large barracks-like room at an inn at the bottom of the Pass. The entire test crew consisted of about 20 people. Interestingly, most of them were in uniform – black shirts and trousers. These were the NSKK, the Nationalsozialistisches Kraftfahr Korps. They were there to help drive and oversee the testing since the project was being financed with public funds.

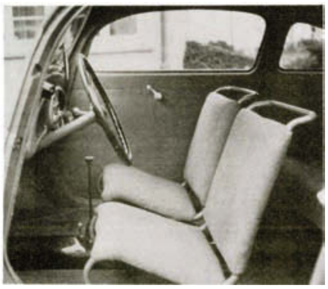
> "There was no rear window in the cars and they all had a stubby front bonnet"

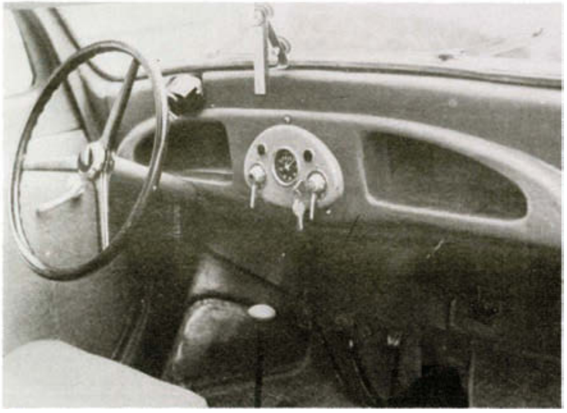
Drivers were given instructions on how to drive the new Volkswagen, with testing starting early in the morning and continuing throughout the day and night. The Volkswagen engines were kept running constantly, only being shut off to refuel from drums of petrol, or to check the engine's oil level.

The test route went up and over the mountain, and then turned around and retraced the same route back down. This only took about 20 minutes, but it had to be repeated again and again for shifts of three hours at a time. At the end of each test period, the team would fill out a report, noting the mileage completed and any problems they had encountered.

Schuck-Kolben recalls that the three test cars were all four-speed, but you had to double-clutch through the gears, since there was no synchromesh. There was no rear window in the cars and they all had

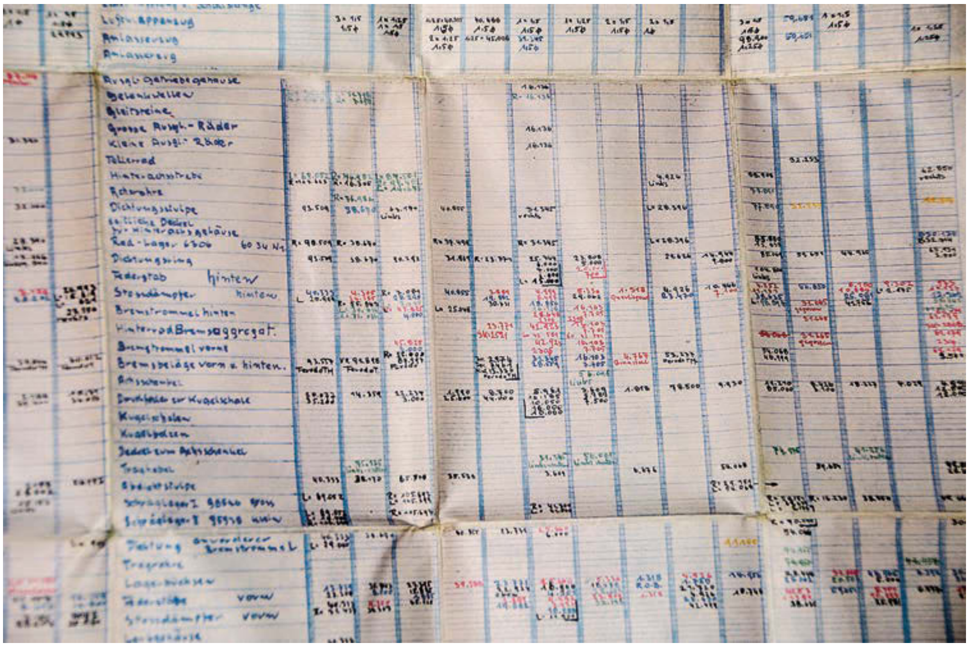
The VW30 didn't offer much in the way of creature comforts, although it coped with the mountain roads admirably





Apart from the shape of the windscreen, there's not much inside that resembles the later Beetle

^ Schuck-Kolben served with the RAF during WW2 and loved his Beetles in later life



> Charts logged mileage and any problems that occurred during the testing programme

a stubby front bonnet. The semaphores were located in the front quarter panels just in front of the suicide opening doors, and none of the cars had bumpers. Two were painted battleship grey, while the third was black.

Asked whether he had carried out any repairs to the prototypes while testing them, he replied that in those days you had test drivers and you had the mechanics – and never the twain did meet. This segregation even extended into meal times.

Steep challenge

The Katschberg Pass included gradients of 28% which certainly proved a challenge to any car of that era, but the Volkswagens proved over and over again that they were up to the task.

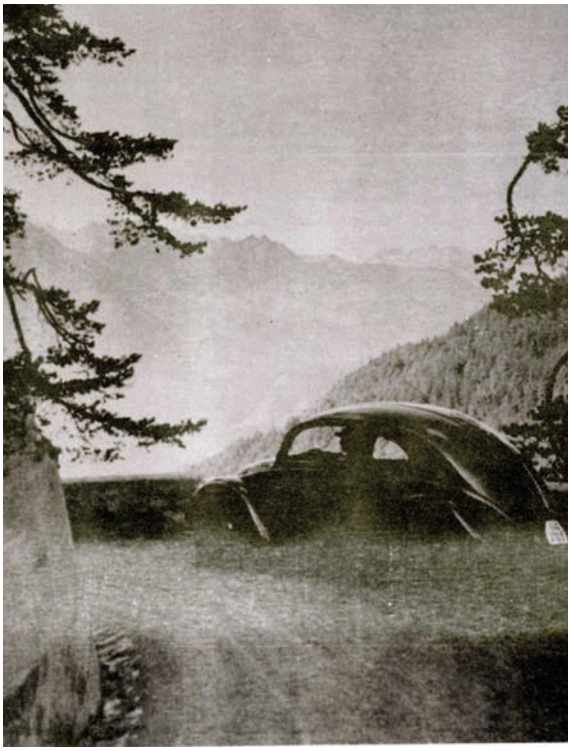
After Schuck-Kolben finished his last day of test driving the new Volkswagen, he returned to his home in Austria in the family's Mercedes-Benz. As the sounds of the impending war were becoming louder, he left for America on board the S.S. Normandy. He had to leave Austria because his family had verbally and financially opposed the Hitler regime. Indeed, his grandfather and other relatives ended up in a concentration camp where many perished.

Having gone to the British consulate in Pittsburgh, he joined the Royal Air Force and after training in Canada was posted to the UK where he flew Hurricane fighter planes. He later flew in Greece, Crete and the Middle East. His squadron was equipped with Spitfires upon returning to England and Schuck- Kolben flew one of those over Sword Beach on D-Day in 1944, prior to the Allied invasion of France. After the war he returned to the US to teach.

Drivers wanted

But needless to say, the young test driver's involvement with VWs didn't end in the Austrian Alps. After he left Europe, Schuck-Kolben lost track of the progress of the Volkswagen, but he'd heard that a version of it had been used by the German Afrika Corps and also on the Russian front. In the early '50s, he owned a British car that was giving him nothing but grief and so remembering the reliability of the prototypes he'd tested all those years ago he purchased a used green 1953 Beetle. For quite some time the '53 Beetle performed well, never failed to start and just kept going and going. So impressed was he that a few years later he ordered a new car (a '56) from the factory. He knew he'd have to part with his old trusted '53 Beetle, but it would not be easy.

After advertising it in the local paper, he interviewed six prospective new owners, finally deciding which one would be worthy and dependable enough to take care of the car. Soon the day of parting came, and the new owner appeared to take his '53 Beetle home. Schuck-Kolben was not a soft guy, but when the new owner started up the '53 Beetle and turned on the lights in the early evening, the car seemed to glow, expressing its warmth and bidding a final farewell as it slowly drove away. Many tears were shed, as they would from anyone saying goodbye to a dear and trusted friend. Mrs. Schuck-Kolben comforted her husband and told him that "Little cars also grow old, and you cannot turn them out to pasture." Just as no one forgets their first love, Schuck-Kolben never forgot his first Beetle. ■



^ The test team numbered 20 but drivers and technicians never mixed

Thanks to the Vintage Volkswagen Club of America (www.vvwca.com) and the Three Rivers VW Club of Pittsburgh, PA which first published an article in their newsletter by Mr. Schuck-Kolben, which led Terry Shuler to search out the story.

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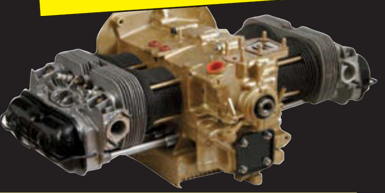

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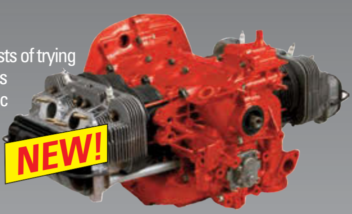

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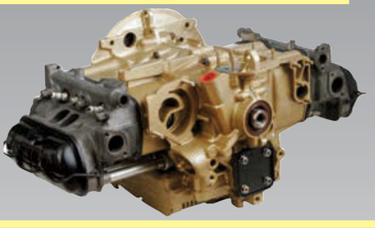

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It's tool time!

Hazet was the toolmaker of choice for Volkswagen from 1950 onwards. But it wasn't all about plugging that special spot in the centre of a Beetle's spare wheel...

Hazet
Assistent
HAZET - WERK
REMSCHEID
DER ZUVERLÄSSIGE
HELFER
FÜR WERKSTATT UND BETRIEB
HAZET

Naturally, Hazet used VW vehicles itself. Well, it had all the tools to fix them…

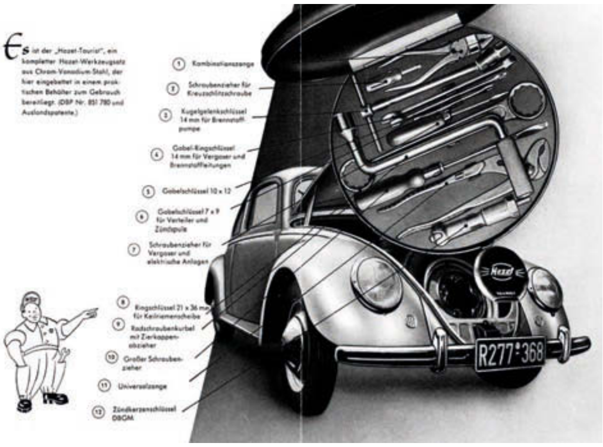
Words
Richard Gunn

Hazet today is a thriving German company that produces a huge variety of general and specialist high quality tools. But mention the name to any Volkswagen enthusiast and one particular product will spring immediately to mind – the famous circular tool kits, known as 'roundboxes', designed to neatly occupy the centre of Volkswagen's spare wheel. From 1950 through to the late-1960s, Hazet supplied the boxes through Volkswagen franchised dealers. And they looked superb plugging that unsightly gap under the front lid.

> "Volkswagen dealers sold both ones with a VW logo in the centre as well as the 1952-launched Tourist"

The history of Hazet stretches back far before Volkswagen. It was established in 1868 by 27-year old Hermann Zerver, a blacksmith from Remscheid in Germany. He used the family forge to start making tools, using 'Hazet' as a brand name; the made-up word being the German phonetic pronunciation of Hermann's initials. As the 19th century progressed, so did the refinement, sophistication and variety of the Hazet range. By 1888, the company had developed sufficiently to justify using steam engines in the manufacturing process.

Hermann retired in 1905 and his sons Ernst and David took over running things. It was under them that Hazet was adopted as the official company name, in March 1913. They were also ambitious and keen to expand, so during that same year, the firm purchased a Stoewer car so it could familiarise itself with making automotive tools. After the interruption of the First World War, during which making armaments was more of a pressing concern, it enthusiastically threw itself into fabricating tools, both for the home and export markets.



Es ist der „Hazet-Tourist", ein kompletter Hazet-Werkzeugsatz aus Chrom-Vanadium-Stahl, der hier eingebettet in einem praktischen Behälter zum Gebrauch bereitliegt. (DBP Nr. 851 780 und Auslandspatente.)

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② Schraubenzieher für Kreuzschlitzschraube
③ Kugelgelenkschlüssel 14 mm für Brennstoffpumpe
④ Gabel-Ringschlüssel 14 mm für Vergaser und Brennstoffleitungen
⑤ Gabelschlüssel 10 x 12
⑥ Gabelschlüssel 7 x 9 für Verteiler und Zündspule
⑦ Schraubenzieher für Vergaser und elektrische Anlagen
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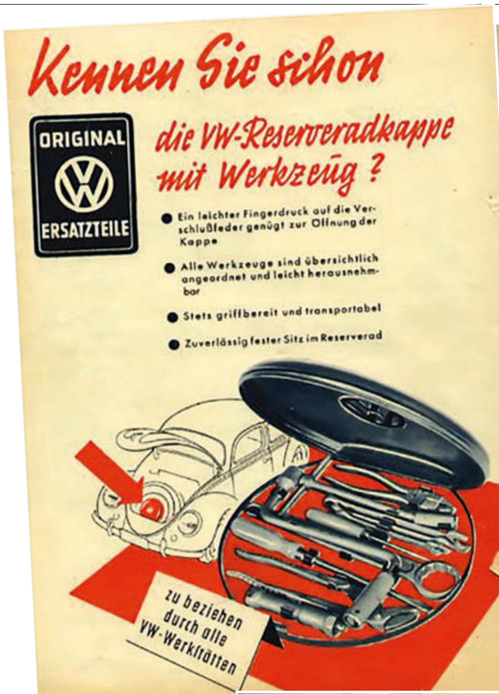
⑩ Großer Schraubenzieher
⑪ Universalzange
⑫ Zündkerzenschlüssel OBOM

Not just good-looking but very useful too. If you find one today, snap it up!

Doing the rounds

During the Second World War, Hazet's Remscheid headquarters was almost completely destroyed by Allied bombing but production continued in the open air – much like what was happening at the similarly-shattered Volkswagen factory in Wolfsburg. Fortunately for Hazet, it was in the same British zone of occupation as Volkswagen, although one of its outsourcing plants fell under Russian control and so was lost to it. Hazet's immediate post-war recovery was driven by it forming strong business links with carmakers, with Volkswagen an especially significant partner. This led, in 1950, to Volkswagen accessory brochures offering something new and rather special; the Hazet roundbox tool kit.

On a car such as the Beetle, where much of the



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ERSATZTEILE

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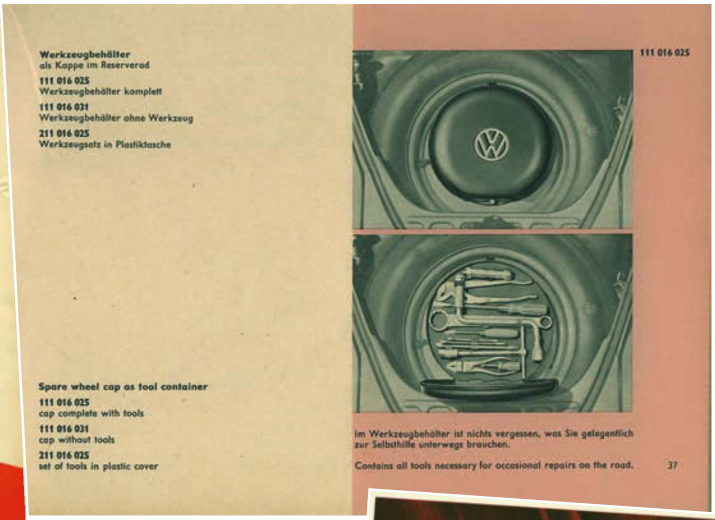
zu beziehen durch alle VW-Werkstätten

One of the first brochures, from 1951, asking 'Do you already know about the VW spare wheel cap with tools?'



Werkzeugbehälter
als Kappe im Reserverad
111 016 025
Werkzeugbehälter komplett
111 016 031
Werkzeugbehälter ohne Werkzeug
211 016 025
Werkzeugsatz in Plastiktasche

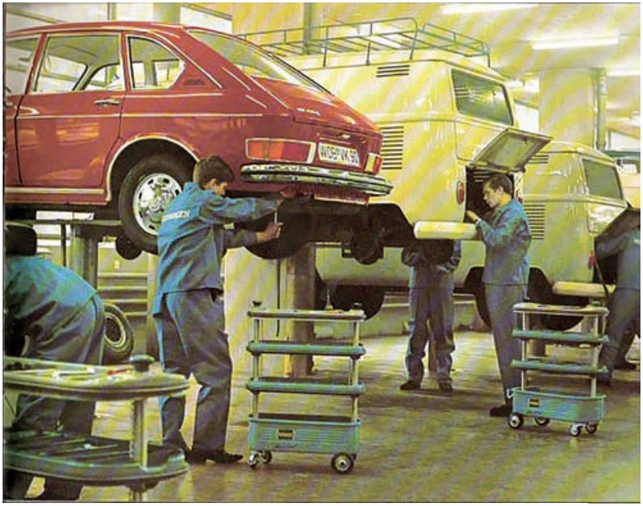
Spare wheel cap as tool container
111 016 025
cap complete with tools
111 016 031
cap without tools
211 016 025
set of tools in plastic cover

111 016 025

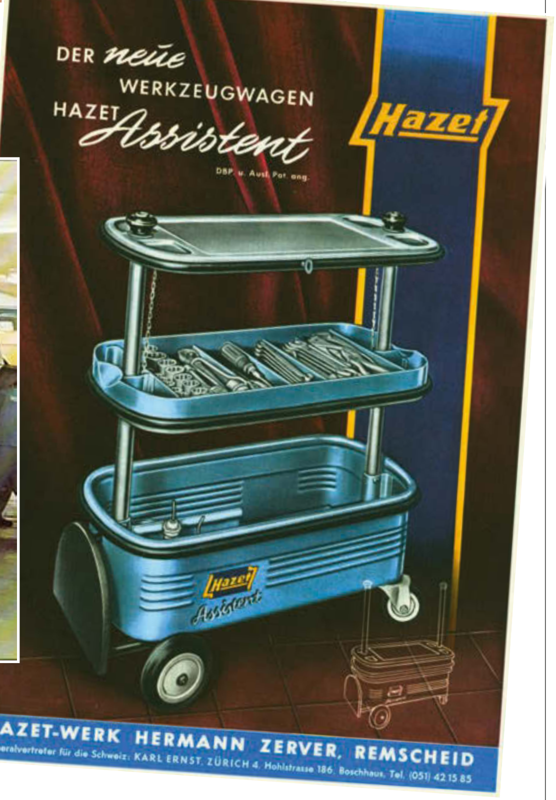
Im Werkzeugbehälter ist nichts vergessen, was Sie gelegentlich zur Selbsthilfe unterwegs brauchen.

Contains all tools necessary for occasional repairs on the road. 37

A 1957 brochure demonstrating just how much Hazet managed to pack into a small circle



A Hazet Assistent loaded with VW-specific tools was all you needed to fix air-cooled Volkswagens. Well, almost



DER neue WERKZEUGWAGEN
HAZET Assistent
DBP u. Ausl. Pat. ang.

Hazet

HAZET-WERK HERMANN ZERVER, REMSCHEID
Generalvertreter für die Schweiz: KARL ERNST, ZÜRICH 4, Hohlstrasse 186, Boschhaus, Tel. (051) 42 15 85

Hazet's mobile, collapsible tool carts also found themselves becoming part of Volkswagen folklore

available luggage space was taken up by more vital things such as the fuel tank and extra tyre, the Hazet was a welcome bit of diminutive equipment, nestling snuggly like a hub cap within the spare wheel. A lot was cleverly packed into its compact dimensions, such as screwdrivers, pliers, spanners, wrenches and a spark plug tool. There were usually 12 to 14 items in total, although the kit evolved over four main variants through the years; for example, a fuel pump wrench was deemed non-vital by the 1960s, while the first kits didn't contain any Phillips screwdrivers. But, as the advertising of the time trumpeted, they were 'all tools necessary for occasional repairs on the road.' Volkswagen dealers sold both ones with a VW logo in the centre as well as the 1952-launched Tourist, which had Hazet's name on the front instead. These latter kits were also sold independently, outside of Volkswagen franchises.

Branching out

But it wasn't just about roundboxes, although these have now, understandably, become one of the most prized Volkswagen cult collectable accessories. As Wolfsburg's vehicle range expanded, so did the space available in them where stuff could be put. A general tool roll kit was introduced in 1957, with a rectangular equivalent becoming available via Volkswagen in 1970, with some of the extra room in it being used to store polishing cloths. So, even if you couldn't fix your vehicle by the roadside, you could at least get it looking nice for when the breakdown services turned up. Less successful was Hazet's pouch tool roll for Volkswagens, which may have had even more useful items inside, but was only available from 1958 to 1960.

The relationship with Volkswagen paid other dividends for Hazet, for the firm produced a large range of common and special tools for use by dealerships too. When technical director and David's son Alfred Zerver invented the Hazet Wizard – the first moveable and collapsible tool cart, later to become known as the Assistent – in 1953, vast numbers were soon finding their way into Volkswagen premises across Europe.

Hazet now is still family-owned and produces thousands of different tools for practically every conceivable application. But none are quite as cool and sought after as the wonderful creations it came up with for Volkswagen during its air-cooled heyday.

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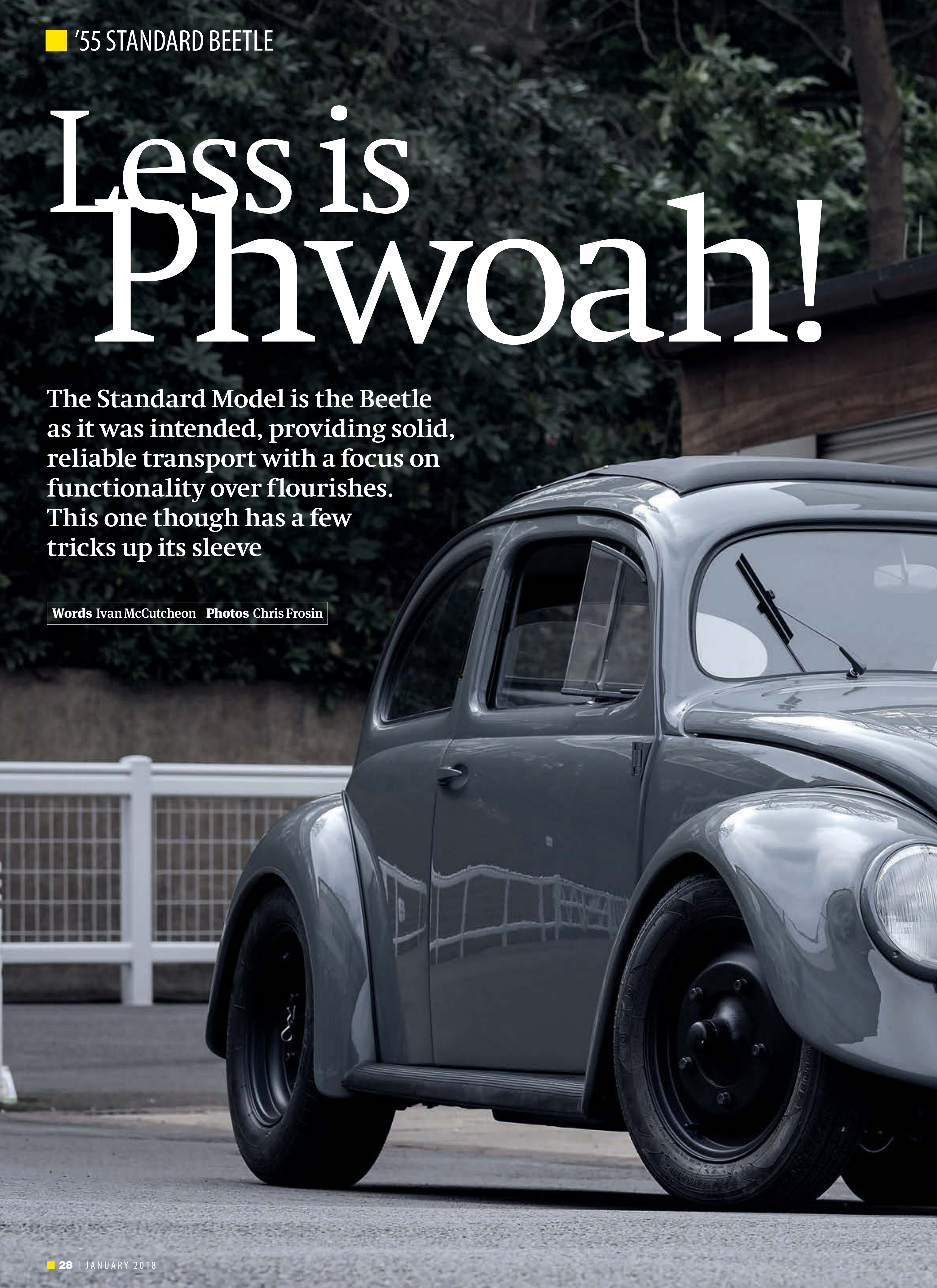
Less is Phwoah!

The Standard Model is the Beetle as it was intended, providing solid, reliable transport with a focus on functionality over flourishes. This one though has a few tricks up its sleeve

Words Ivan McCutcheon **Photos** Chris Frosin



THE ATALANTA

There's a good chance you'll have heard the idiom 'chrome don't get you home' used as a put-down for jazzy show cars. The slur wasn't coined by car owners, it was American bikers who came up with the adage. Intentionally derogatory, they used it in reference to over-the-top custom bikes that were all show and no go. And God help them if their bikes appeared on the back of a trailer. Deemed by the hardcore biker as too precious to ride, such machines were known as Chrome Turds or Trailer Queens (yes, another idiom you'll hear at car shows today) and, worse still, the owners were known as Chromosexuals.

The feeling was that fancy paintwork and parts that had gained their gleaming finish solely to enhance appearance were a pointless waste of time and money.

By know you'll have probably worked out the direction this is heading, as you must have looked at the photographs and noticed there's virtually no trace of chrome on this Beetle. The only elements we could find were the headlight screws and rear light lens surrounds.

Back to basics

The Beetle was never planned to be a flash looking car, in fact it was quite the opposite. Its form truly did follow function; glamour and glitz were of no importance. Initially, the VW was rudimental, austere and virtually free of chrome. Prior to July 1949 the Beetle was produced in its purist form, and to me there's nothing more perfect than its functional simplicity. However, the exterior embellishment and interior revisions were done for a reason and, well, the clue was in the name. Export. It was fancier with chrome hubcaps, headlight rings, bumpers, body trim and running board trim. The interior was more comfortable, and thanks to a full headliner it was quieter to drive. History proved VW was right to enhance the Beetle and it wasn't as though it was over decorated, as the visual enhancements didn't result in a vulgar younger sibling.

The good news is that alongside the Export

> "there's virtually no trace of chrome on this Beetle"

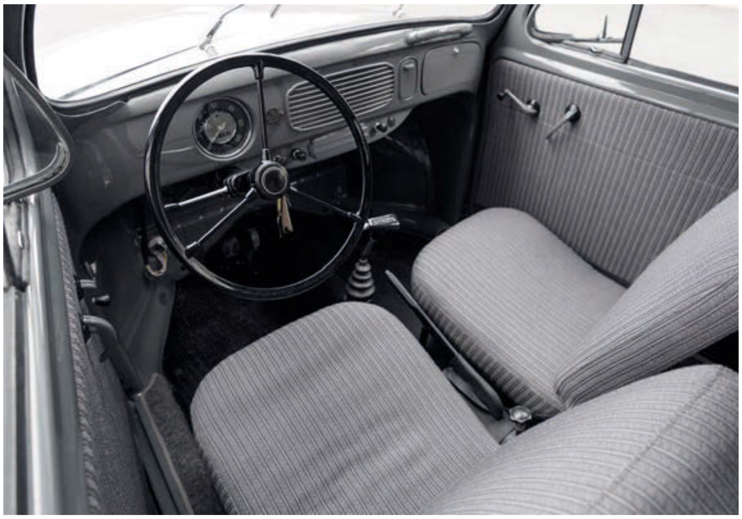
Beetle, production of Spartan basic cars for the home market continued. The only thing was they obviously needed a name, and unable of coming up with anything more imaginative they called it the Standard Model. In 1949, VW obviously wasn't interested in dropping its Standards…

Factory Cal-Look

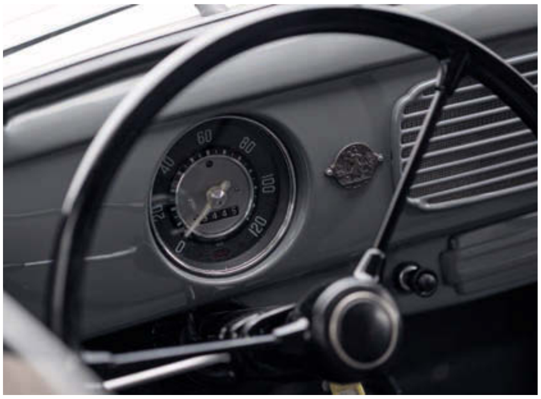
The interesting thing is that around two decades later, the Standard's simplicity and purity of form became a vital constituent of the California Look. Side trim, bonnet trim, window trim, pretty much all the bling found on the car was binned in order to achieve a cleaner look. What a shame the Standard model wasn't available in the USA as it would have saved having to weld those 49 trim holes. Dangerous territory, but was the Standard basically a factory Cal Looker just needing a performance work over?

Grégory Peere's Standard Oval was built at Wolfsburg on 7 July 1955 and delivered the same day to Mahag, the VW dealer in Munich, Germany. It is a Type 115, meaning it is a Standard with factory Golde ragtop sunroof and in turn this means it's a bloody rare car! The basic Beetle would have set you back 4150DM and the sunroof was an

"VW obviously wasn't interested in dropping its Standards"



Retrimmed with correct '52-'57 cloth from www.himmelservice.de, apart from the Gene Berg shifter and passenger grab handle the car is like it came in 1955



Black three-spoke steering wheel of the Standard Model harks back to the original KdF-wagen

Stealth is the secret to this 1955 Standard. Devoid of bling, that's its thing

TECH INFO

BODY
1955 Type 115 Standard Sunroof Beetle in L225 VW Jupiter Grey; headlight surrounds painted body colour; bumpers replaced with nerf bars

ENGINE
VW 30hp-based 1397cc motor built by Emmanuel Thuillier; DPR Okrasa style 69.5mm crankshaft with 8 dowels; 80mm barrels and pistons; Porsche 356 connecting rods; modified later VW Type 1 straight cut cam gears and Isky Formula Vee spec camshaft; original VW 30hp cylinder heads ported and polished by Feller Service, France; lightened flywheel; twin Scat 35PDSIT carburettors on Feller Service custom intake manifolds; CSP bell-crank linkage; Porsche OT bottom pulley machined for SPI seal; 26mm oil pump with adapted full flow pump cover; full flow oiling; Oberg external filter

additional 250DM and most buyers were stretched to the limit so the optional sunroof would better be described as not an option. To put it into perspective the average annual wage at the time was 7680DM.

The Type 115 may not have had the hydraulic brakes and 'ultramodern' second to fourth synchromesh gearbox, but as the brochure in 1955 explained: "If the sun suddenly bursts through the clouds while you are driving and you want to drink in the sunshine, just reach up with one hand – there is no need to slow down, even if you are doing 65mph – and flick the top back. The Volkswagen is full of such practical features."

Dreams Come True

You must have your personal ideal VW, the model and year that, for whatever reason, does the trick and ticks the boxes. And for Grégory, it was a no-fuss early Oval. "I always dreamed of having a first generation Oval Standard with a three fold ragtop sunroof, ideally from the beginning '53, just after production of the Zwitter ended. After years of searching without success, this June 1955 car came on the market and having decided it was close enough to my ideal car I made sure I became the new owner." It was seen for sale on eBay.de and also on Autoscout24 for €6500. It was rotten, non-rolling due to a broken gearbox and there was no engine. The car had been advertised by a militaria collector who had planned to turn it into a fake KdF-Wagen to add to his collection of military Type 181 and Kübelwagens. "The village where the car was stored was 1000km (620 miles) away and we arrived to find the years (and tons of road salt) had left the car a rotten shadow of what it originally was," explains Grégory. "The bottom was perforated all round and large areas of bodywork were missing. It was rough where it wasn't rotten, the right side of the car had been crunched and stuffed with filler and interior reinforcements, and the B post back on one side were beyond hope. But I had been looking for so many years for a Type 115 and it was the only one I had ever seen for sale, so I bought it!"

The forecast is grey

Once Grégory had dragged the remains of the car home the extent of the work he'd let himself in for was soon realised. "When we began dismantling the car the diagnosis wasn't good. It was worse than we had thought – the lower body wasn't just perforated 30cm all round, it needed to be entirely replaced."

That wasn't Grégory's only worry though as the window frames, wheel well and front valance, doors, bonnet and decklid and all four wings were beyond repair. In short, apart from the chassis, everything needed serious work. Needless to say, as Grégory explains, getting someone to take the project on wasn't easy. "It took several years to find a company crazy enough to agree to carry out the restoration," he says. "Pierre Beslon, aka Pit600, introduced me to Diego Delespeaux of Nostalgia Cars (La Glanerie, Hainaut, Belgium) one evening and we agreed a model of such great rarity ought to be saved."

> "apart from the chassis, everything needed serious work"

Seeing it as a likely showcase for his restoration workshop, it took two years of work by Ben Lanthier and Diego to get it to where it is today.

The progress of the project wasn't helped by the fact some of the sheet metal proved impossible to find. "We found '49 to '52 and post-'55 panels, but there was nothing on the market for '53 to '55 Ovals.

Zero offset 3.5in ERCO rims look perfect up front

Headlamp surrounds have been painted the same colour as the body

Apart from the nerf bars and wheels the look is as per original

As far as we're concerned, Grégory's got the ride height just right

Rear end was dropped two splines

We had no option other than cutting the metalwork we needed out of a 1953 bodyshell." This not only meant the Standard body could be rebuilt, but it would also result in a friend being able to use the front end of the body on his rough Oval project. We have to admit we were shocked when we saw the photos of the car, well, what little was left of it. To refer to it as a 'restoration' doesn't seem right, and 'recreation' isn't working for us either. But we've come up with a word for what Ben and Diego have done. Yep, you've got it – a 'miracle'.

Planetary Craft

There was only one choice of paint colour – it had to be the original Standard specific cosmic shade of L225 Jupiter Grey. Grégory also opted to retain the original cable brake system and full crash gearbox. The upholstery and all the interior components were restored to the way the car was in 1955. Jon Aaron of the UK based company www.vwlooms.com made a bespoke wiring for the car, while Tony Notchdrag spent quite a bit of time adjusting the cable brakes.

The main element missing was the engine, and Grégory was in a quandary over what way to go to be honest. He ruled out a stock 30 horse motor, and considered fitting a Porsche 356 engine, but decided he wanted to go down the VW vintage speed, period performance route. But even when he'd made this decision he had to work out if he wanted to try and build an Okrasa motor or go for a supercharged lump with a contemporary Speedwell or period Judson unit.

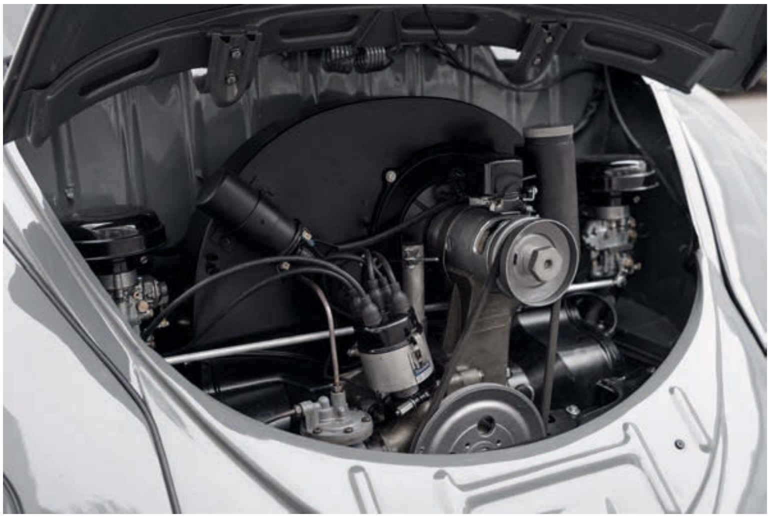
Punching with power

The solution finally came from Canada, as Grégory explains: "Emmanuel Thuillier built an engine based on the 30hp case, a full competition piece. The block was bored to accept 80mm cylinders and pistons as used in Pre-A Porsche 356s as well as Pre-A con rods. The crankshaft is a 69.5mm Okrasa replica made by DPR Machine Shop. The engine also features an Isky (www.iskycams.com) racing camshaft formerly used in Formula

TECH INFO

TRANSMISSION
Original full-crash 'box; split cased swing axle; ratios: 1:3,60 1st, 1:2,07 2nd, 1:1,25 3rd, 1: 0,8 4th gear, 1;6,6 reverse

WHEELS & TYRES
ERCO spun aluminium racing wheels refinished in matt black; 3.5x15 front and 5.5x15 rear; tyres: Nankang 145R15 CX-668 front, GT 205/70 x 15 GTR-378 rear



Subtle looks but the 1397cc hi-po 30 Horse-based motor is far from subtle in specification

Scat 35mm carbs with Knecht filters sit on Feller Service custom-made manifolds

> **“he knew this project was an extreme test”**

Vee engines, along with straight cut gears adapted from later Type 1 parts by Jean René Feller of Feller Service (www.fellerservice.fr). The cylinder heads are reworked original single port VW heads. An Abarth exhaust was fitted, on the subject of which Grégory commented, “It is not the most powerful, but it’s still better than an original would have been with the improvements to the engine.” The carburation is now reliant on two 35mm Scat PDSIT carburettors on custom-made CNC manifolds, again courtesy of Feller Service. The carburettors are topped with Knecht mushroom filters. A Porsche OT pulley had to be modified by Jean René to accept an SPI oil seal. The oil system wasn’t overlooked either, there’s a 26mm pump and an Oberg external oil filter. The linkage is the ‘Bell Crank’ model from CSP in Germany. Grégory is more than happy with the extra scoot the pepped-up engine provides.

The wheels are an important element of any VW, and they certainly were in this case. Painting a set of ERCO lightweight wide-five race wheels in satin black was to prove the right move, as they certainly don’t ruin the conservative look of the Standard model.

The know-how, efficiency, positive outlook and patience of the team at Nostalgia Cars are what Grégory is thankful for; he knew this project was an extreme test, but they took up the challenge and conquered every difficulty they were presented with in order to achieve a restoration par excellence. ■

Rare as they come! Standard ragtops are very uncommon Beetles

Grégory has waited a very long time to realise his dream to own a Standard Sunroof Oval built before 1956

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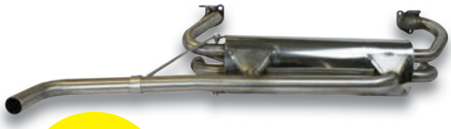

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Razor sharp

Damir Hrovat's Razor Edge Karmann Ghia cuts quite a dash; it doesn't surf the tide of fashion, but instead offers up something for the ages…

Words Daniel Bevis **Photos** Chris Frosin

Modifying Volkswagens is one of those universal constants, like photosynthesis or the patterns of the tides. It's just something that happens. As long as there have been air-cooled VWs in the world, there have been people champing at the bit to customise them, from the inception of the Type 1 through the enduring cult of the Type 2 (Kombi, Transporter, Microbus, Camper, you know the score here) and every other model on the spectrum. There's nothing that hasn't been done to our preferred brand of automobile – dragsters, lowriders, race cars, surf wagons, every conceivable style has popped up on these pages.

Nowadays, of course, the water-cooled VeeDub scene is equally massive, and it's leading the charge in the modern repurposing of the word 'stance'. If you want to see what's hot in the world of high-end wheels and low-down suspension, you once again look to the VW crowd. And naturally there are always cars that offer a bridge between the two eras of the VW modding carnival, fusing old and new, air-cooled and water-cooled, smashing styles together like tiny particles at CERN. There's a VW K70 doing the rounds that's been bodydropped over a Passat W8 chassis, a Mk1 Golf rocking air-cooled Beetle running gear, all sorts. But perhaps one of the most cohesive and aesthetically joyful offerings is the car you see before you here, Damir Hrovat's Karmann Ghia. It acknowledges generations of modifying culture, offers a nonchalant shrug, then refocuses its lens back to its own factory birth; a sympathetic, quality rebuild, just gently infused with modern methods or materials where necessary. Nothing flashy or overly fashionable, it's not a snapback-and-vaping car, it's just… correct.

The Type 14 Karmann Ghia was one of those good ideas that we can all be thankful was

>

VW 1600
FR
21321

“The underside was completely rusted through – so many holes!”

When you mix the flair of Ghia with the precision of Karmann, you get all sorts of gorgeous details like this

Always with an eye on the export market, you'll spot that Volkswagen didn't label this filler with 'Öl'

Tucked away in its pristine bay, a 1600 motor just as VW intended

Most of the car's original parts were there – but the project was more than a case of simply bolting it all back together

You can search as much as you like, but you won't find any detail so much as a micron out of place

TECH INFO

BODY
Bare-metal resto; Lizard Green paint; black roof

INTERIOR
Full fat biscuit retrim; new headlining and carpets

ENGINE
Stock 1600cc

TRANSMISSION
Stock transmission

SUSPENSION
Rear suspension lowered one notch, Dog Back Performance narrowed, adjustable front beam

BRAKES
Stock front discs / rear drums

WHEELS
4.5x15 (front) and 5.5x15 (rear) Flat 4 Fuchs replicas in mat black with chrome details; 135/80 (f) and 195/65 (r) tyres

pushed into existence. Fusing the bombproof air-cooled underpinnings of the Beetle with an achingly gorgeous body styled by Ghia's Luigi Segre, the sylphlike coupé was always bound to be a runaway success. With the introduction of the Type 34 in 1961, Sergio Sartorelli's striking redesign ironed out a few of the curves and plonked the altogether more angular design over the Type 3 chassis. Its colloquial nickname? 'Razor Edge'. Der Große Karmann was all grown-up.

It was also really quite expensive, which is why so few of them were sold compared to their slinkier forebears. Taking one on as a project today, then, offers a unique challenge. You can appreciate why Damir was keen to harness and accentuate that old-school charm. The lengthy and diverse song-sheet of modifying precedent has been effectively acknowledged and bypassed here, to craft something altogether more timeless.

Time Waits For No-one

This build's been a long time in the inception too: "It all started 15 years ago, with a Swiss Army Bay Window Type 2," Damir explains. (We assume he means a Bay that belonged to the actual Swiss Army, rather than one with multiple fold-out screwdrivers and a special tool for digging boy scouts out of horses' hooves.) "I fully rebuilt that, before moving on to a '62 ragtop Beetle with a Porsche 1600 motor. My passion for this stuff has never waned since those early days! And by the time I was finishing up my last project – a '56 Splittie Panel Van from the US – I was already looking for a new challenge…"

Said challenge presented itself in the form of the Razor Edge Ghia you see here, pointed out to Damir by a mate who'd spotted it for sale on bugbus.net. He wasted no time contacting the seller, who was based in Zürich, and before the clichés had time to spin Damir was hightailing it Zürichwards to see what was what.

"It turned out that the car was actually an abandoned restoration project, which had been

Deep-dish wheel artfully complemented by proper opening quarterlights

Damir has received a lot of praise for his choice of fat biscuit retrim

> **“90% of the original parts were there, although nothing was put together, it was all loose”**

sitting there unfinished for ten years,” he explains. “The chassis and undercarriage had been restored, and the body had been acid etched and coated with a primer, although time had taken its toll. The underside and rocker panels were completely rusted through – so many holes! It was at that point I realised the full extent of the work that would be required.”

But did that put him off? Did it hell. Damir is a man possessed, if he’s not in the workshop making bits of metal into differently shaped bits of metal or banging oily things with hammers, he gets itchy fingers. He wasn’t dreading the work, he was positively relishing it. The fella was probably disappointed to find that it wasn’t more rusty…

Dirty Work

“On further consideration, knowing the price was honest, I decided to buy it,” he grins. “The story could begin!” See? The guy lives for this stuff. Show him a rusted-out hulk of an old Volkswagen, he’ll clear his schedule and get to work. It’s like a benevolent one-man crusade to save them from the crusher.

“Getting it back to my garage, I was able to take stock of the whole car,” he continues. “90% of the original parts were there, although nothing was put together, it was all loose.” A jumbo-sized jigsaw puzzle then, although it was probably handy to have the whole thing pre-disassembled, given the thoroughness with which Damir approaches these projects.

The Type 34 commanded a premium price in period, so this interior treatment really does the legacy justice

Sumptuous retrim is joined by fresh new carpets and headlining

“Taking on a Type 34 as a project today offers a unique challenge”

In defiance of the Type 2 Splittie’s approach, the VW badge on the Type 34 is actually teeny-weeny

The bodywork took a full two years to perfect. This isn’t his day job, it’s actually squeezed in around real life over evenings and weekends, and there was also a keen approach to perfectionism that meant no corners could be allowed to be cut. This is in evidence in the finished product – just check out the flawless panel curvature, the uniform shutlines, it’s all millimetre perfect.

“It’s thanks to the reproduction panels by Jurgen Magdelyns that I was able to get the fitment so neat,” he says. “The rear wings and rear corners were relatively easy to replace. But the sheet metal work, that was a huge task. The whole body was totally renewed.” Given the scale of his endeavours, we’re impressed that Damir got the car together as quickly as he did.

“It was obvious from every inch that it had been standing for years,” he continues. “A total epoxy coating was necessary, so that was carried out, and finally it reached the stage of painting, having roughed up all that new sheet metal and applied a new coat of primer. It then went to wet sanding and a spot in a spraying oven was booked; with a little help from a friend, we applied the first coat of paint and a varnish layer, and finally I could see it all coming together.”

The chosen colour to show off this neat body resto is a shade called Lizard Green – something Damir felt was clean and sober. The shade was officially found on the earlier Karmann Ghia but never the Razor Edge and for this reason we assume it receives a lot of knowing nods and winks on the showground.

Flip The Switch

“With the painted body back, it was time for assembly,” he recalls. “I commissioned a local factory to carry out all the upholstery work, retrimming the seats in a brown fat biscuit style, and the headlining and carpets were also replaced. All of the original trim was bolted back on, the 1600cc motor went back in, and the whole thing was finished just in time for *VolksWorld* 2017 at Sandown Park.”

You’ve got to have a lot of faith in the quality of your build to jump into a freshly finished project, totally untested, and proceed to drive it six-hundred-odd miles to a car show. But that’s the sort of gamble Damir likes to take, knowing in his heart that it really isn’t any sort of gamble at all.

“The reactions at the show were really positive,” he smiles, “particularly toward the colour choice and the fat biscuit interior.” And that, in a nutshell, is Damir’s whole outlook: he doesn’t need to make waves by rocking the boat, he’s happy to simply let the tides do their thing to mould and shape nature into fresh, contemporary patterns. So don’t think of this Razor Edge as a modified Volkswagen. That term is altogether too simplistic to truly describe what’s happened here. Think of it more as a perfected Volkswagen; a timeless and relatively obscure icon that’s had its rewind button firmly pressed, collecting a few tricks and tweaks along the way as it spirals backward in time, coming to rest as the ultimate version of what a new Karmann Ghia could have been. Fashion is often fleeting, but class is timeless. ■

Shiny Fuchs rims are a classic embellishment; in this case they’re actually Flat 4 reps

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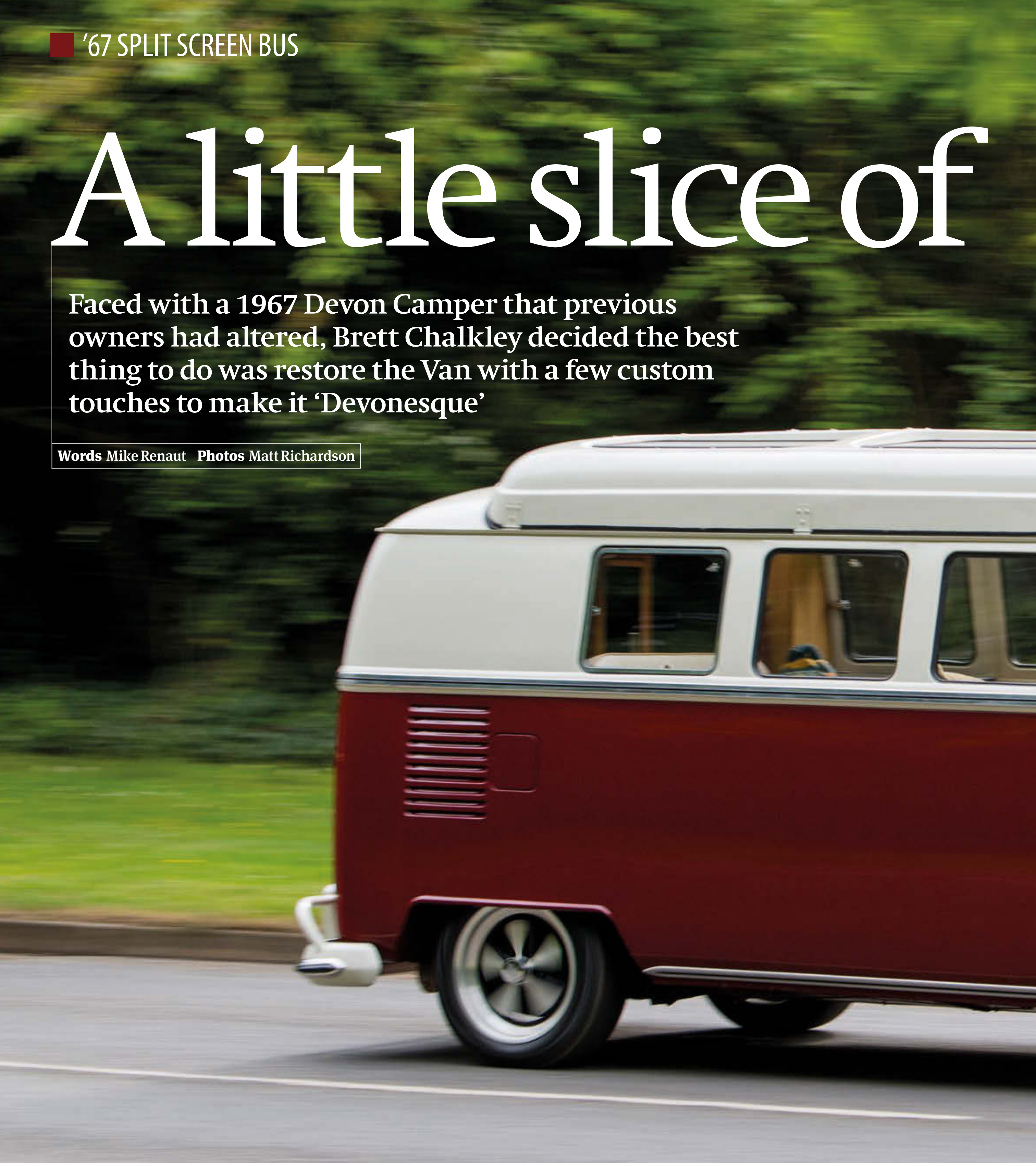


A little slice of

Faced with a 1967 Devon Camper that previous owners had altered, Brett Chalkley decided the best thing to do was restore the Van with a few custom touches to make it 'Devonesque'

Words Mike Renaut **Photos** Matt Richardson

Like so many of us, Brett Chalkley's love affair with Volkswagens started at an early age. "A friend had a Beetle that we used to tinker about with after I left school and on the strength of that I decided I wanted a Camper," remembers Brett. "At that point I'd never even seen one, but later there was one parked locally and that made up my mind. I went to the bank, got out a loan and bought the first one I went to look at." Would you be terribly surprised to learn that the Camper Brett bought in 1992 was awful? "It was dangerous, although I only paid £1000 for it. That said, it gave us a lot of good times and happy memories and I sold it a year later for £600. It was a 1964 Devon." Oh well, we all make mistakes. CPG 893B – are you still out there somewhere?

Back to the story, and by 1997 Brett was married – he'd met Tracey after she drove past in a Beetle and pulled over for a chat – and it was time for Brett to buy another Camper. That's the 1967 Devon you see here before you, only it didn't look quite this nice

Devon

Brett's owned his camper for 20 years and four of those were spent restoring it. Now all he does is drive and enjoy it

back then. "It was bright blue and had been restored in Ireland a few years earlier by a previous owner. It was painted all over inside with blue Hammerite and various parts inside had been resized or altered." The birth of Brett's daughter in 1998, followed by two sons, meant that while Brett and Tracey loved taking the family out in the Bus, he was always concerned about the lack of seatbelts. "In 2002 I stored it in my mother-in-law's garage and it sat there for five years. In 2007 we pulled it out again, lowered it, tinkered about and bolted on some Empi five-spokes, then two years later my dad and brother helped me put in a new interior. It became my toy until 2013 when, seeing that it was deteriorating, I decided to take it off the road for a little refresh.

"Everyone says this but it was just going to be a tidy up, not a full on restoration," laughs Brett. "I got in touch with Carl Levine at Central Valley Restorations (07867 541059). It's important your restorer thinks the same way as you do and we clicked immediately." That November the Split began what turned into a three-year,

TECH INFO

BODY
1967 Devon Torvette Camper; American spec bumpers; Safari window conversion; American spec tail light lenses with seals mounted on the inside

ENGINE
1600 Vege, stock other than Weber 34 ICT carburettors; Vintage Speed exhaust

GEARBOX
Standard four-speed except 0.82 fourth gear, rebuilt by Bears Motorsport

INTERIOR
Bespoke interior patterned after a Devon; rock 'n' roll bed; Devon cooker; Propex heater; Easicool fridge; Blaupunkt period radio; leisure battery; MCJ Products bespoke steering wheel

SUSPENSION
Front: Red 9 Design double wishbone independent suspension; rear: Boxwagen independent suspension conversion

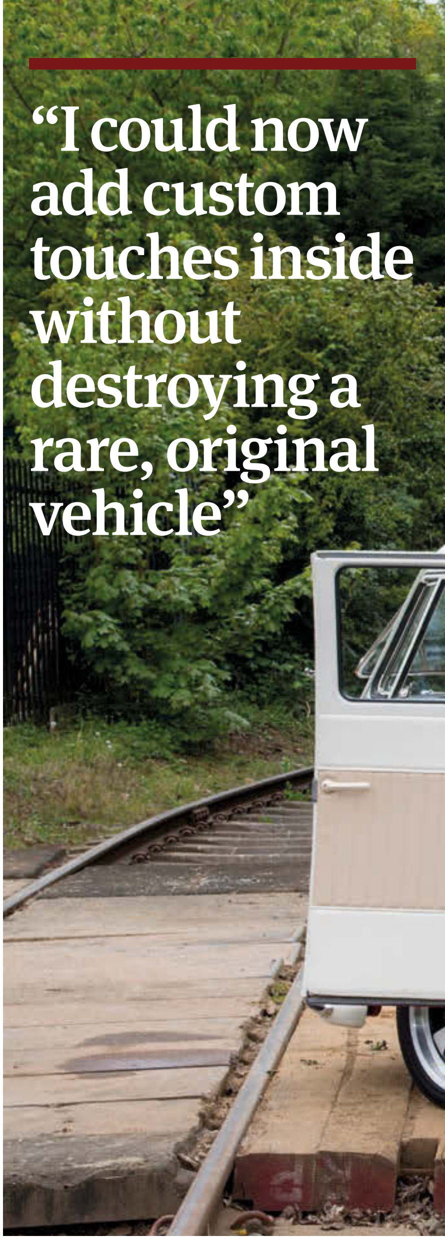
BRAKES
Porsche discs with four-pot calipers at front; Bay Window with Porsche drum conversion at rear

WHEELS & TYRES
Fuchs alloys – 16x6 front, 16x7 rear; 195/45 R16 tyres at the front, 195/55 R16 at the rear

^ If you're ever invited upstairs this is where you'll be going, useful side elevating pop-top provides extra sleeping room and a moment of panic near any low bridges

^ Interior is made up of brand new cabinets based on the original Devon designs

^ Brett sourced an original Devon cooker and WoodGrayne recreated the swing out mounting for it, adding radiused corners, then finishing it just like the original



"I could now add custom touches inside without destroying a rare, original vehicle"

"it came back from sandblasting needing new cargo doors, front panels, rear corners, engine lid, valance and both front doors"

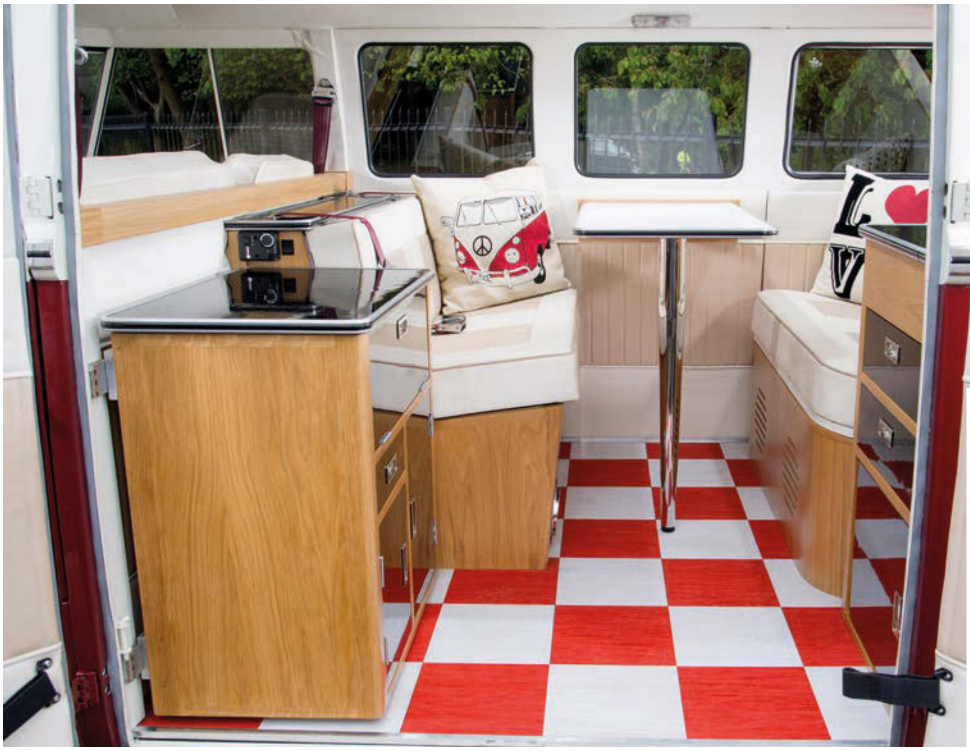
nut and bolt restoration. "Carl does top work and every time I went over with one of the old parts, it looked wrong next to the perfect bodywork, so in the end we just replaced everything." When Brett says 'everything' he means it. Practically all the metal below the swage line was swapped for a start, "it came back from sandblasting needing new cargo doors, front panels, rear corners, engine lid, valance and both front doors, all of which we got from Auto Craft Engineering," (www.autocrafteng.co.uk / 02476 398217). Brett got lucky with the guttering, "Carl only had to replace a quarter of that!"

Every new panel got shaped and trial fitted to achieve perfect panel gaps, nothing was just welded straight on. Take the new rear valance for instance, "it was cut and sectioned to fit perfectly between the new rear corners," says Brett, "but when I added a new Vintage Speed exhaust Carl cut and welded the heater risers to make it fit – most people had advised we just bend the valance for clearance, but Carl's not like that. He even fitted bolt-on belly pans just in case they need to be removed for maintenance."

It all hinges on...

The high attention to detail shows in the tiniest of places, "up to 1961 the cargo doors were held in with dome-topped pins in the hinges, Carl redrilled the hinges to take the early style pins. You can't see them, but I know they're there. The previous owner had cut up and changed around a lot of the original interior fittings and he was obviously proud of what he'd achieved, but it was only after I'd bought it and had a good look at the remaining cupboards that I realised it had been a genuine Devon Torvette," admits Brett. "It was a bit of a shame but that meant I could now add custom touches inside without destroying a rare, original vehicle."

First on the list of updates was seatbelts for



What started as a quick tidy up resulted in most of the Bus being replaced. Same old story, eh?

Since the camper was already modified when Brett got it, he was less than upset about replacing the original furnishings with a brand new custom-built interior

Propex gas heating means the van is warm all year round, an important consideration if you ever plan to take the family camping a second time

^ New Safari screen frames were one of many parts replaced during the restoration. They do have this occasional habit of rotting out, you know…

^ MCJ Products steering wheel has 'B&T' (Brett and Tracey) engraved on the boss and was a thoughtful gift from Brett's late mother-in-law

v Long wave, medium wave, erm… K-wave? There's not much radio broadcast on the ultra high frequency band anymore, so this rebuilt period Blaupunkt now has upgraded internals

^ Brett's Bus has to be one of the most well-executed Split builds we've come across

every seat, including one that mounts on a custom frame for the chair nearest the cabinet wardrobe. As luck would have it the business next to Carl's were cabinetmakers, "Simon and Chris from WoodGrayne (www.woodgrayne.co.uk / 07855 819698) are also Volkswagen enthusiasts so they did a lot of the interior work. I wanted a television that rose up from behind the seat so Carl flattened and reshaped the top of the spare wheel well to allow it to fit and WoodGrayne built the TV riser to my design.

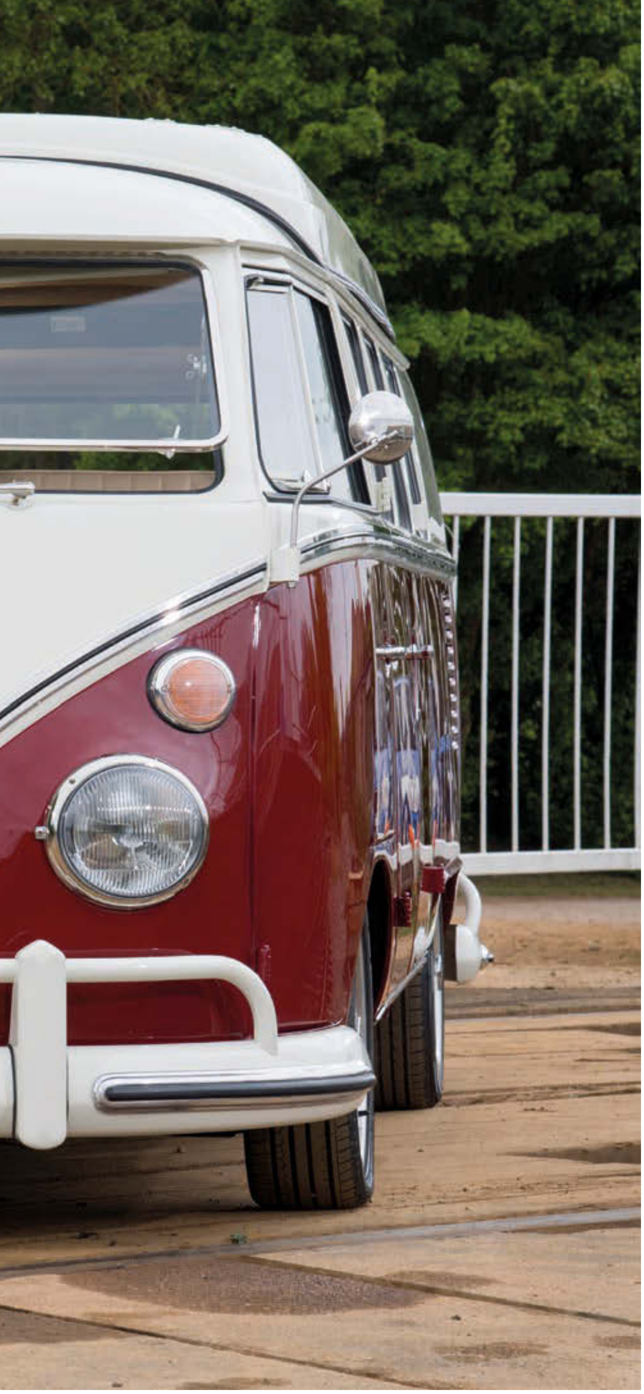
"I showed them original Devon brochures and they based the interior around those. I wanted it to be like a Devon but not an exact copy: I asked them to make it 'Devonesque.'"

Brett is particularly proud of the cooker, "I bought an original Devon cooker and they recreated the swing out mounting for it but with radiused corners, then finished it just like the original." Also fitted are a Rusty Lee Rock'n'Roll bed, Propex heater and the original Easicool fridge. A split charging system with leisure battery keeps it all powered. Delilah's VW Camper Furnishings (www.delilahs.net / 07818 581192) supplied covers and cushions, the carpets came from Fat Bob's Emporium (www.fatbobsemporium.co.uk / 01926 811494) with floor tiles from Madmatz (www.madmatz.co.uk / 01536 358827)

"I wanted it to be like a Devon but not an exact copy"

Little Red Torvette

The Camper steers via an MCJ Products (www.mcjproducts.com / 07773 451674) custom wheel with 'B&T' (Brett and Tracey) engraving – a gift from Brett's late mother-in-law. New dashboard ends were grafted in to replace the rusty originals, "decent right hand drive dashboards are getting hard to find" admits Brett. That dash is enhanced by a recalibrated speedometer from Thorsten at Krautclassicparts and a rebuilt 1960s Blaupunkt radio with Bluetooth connected to an amplifier.



Normandale (www.normandaleproducts.com / 01327 871818) were responsible for applying the VW Pastel White and Titian Red, "I wanted colours that would stay in fashion. The finish they achieved is just like glass."

Autocraft supplied the Wolfgang Safari windows, Creative Engineering (www.creative-engineering.com / 01258 863600) the Deluxe trim and Brett bought original American-spec bumpers. Moving underneath, Red 9 Design (www.red9design.co.uk / 07538 572792) got a call for one of their twin wishbone coilover front suspension conversions, while a Bay Window independent rear suspension kit from Boxwagen (www.boxwagen.co.uk / 07801 548128) keeps the rear end better planted in the bends. Braking is down to Hi-Spec four-pot calipers on Porsche discs with the rear comprising Porsche-pattern Bay drums.

The Camper is now 3.5in lower at the front and down one spline at the rear. Those wheels are 16in Fuchs painted then diamond cut polished, the rear ones boasting ally hub covers from CIP1 (www2.cip1.com)

THE BUILD

Back in 1997 Brett saw this photo and thought 'I'm having that.' Having been restored two years previously the Bus quickly became a member of the family

In its previous guise the Bus didn't look too bad, at least in photos. But Brett could see there was rust poking through in places and the inside was hand painted...

Brett had the bus stripped in a week and this was how it arrived at Central Valley Restorations. Still doesn't look too bad does it? In reality virtually every panel needed replacing

Back in March 1999 the bus insides looked like this, far from awful but not exactly Brett's ideal interior, I mean it's quite blue isn't it?

We're well into the restoration here with the body in bare metal and replacement panels added. Carl took pains to get everything perfectly straight

Double wishbone coilover suspension brings the camper's front end right up to date – you can now take corners without spilling your drink

Brett titled this photo 'paint like glass' and he has a point, Normandale poured on the VW Pastel White and Titian Red so glossy you get vertigo from looking at it

If you like building model kits there's now a full-size 1967 camper one available, glue and paint sold separately

Part way through the new interior installation and already you can tell this will be a nice place to be. Bespoke furniture isn't the cheapest, but this is the area you'll be seeing the most

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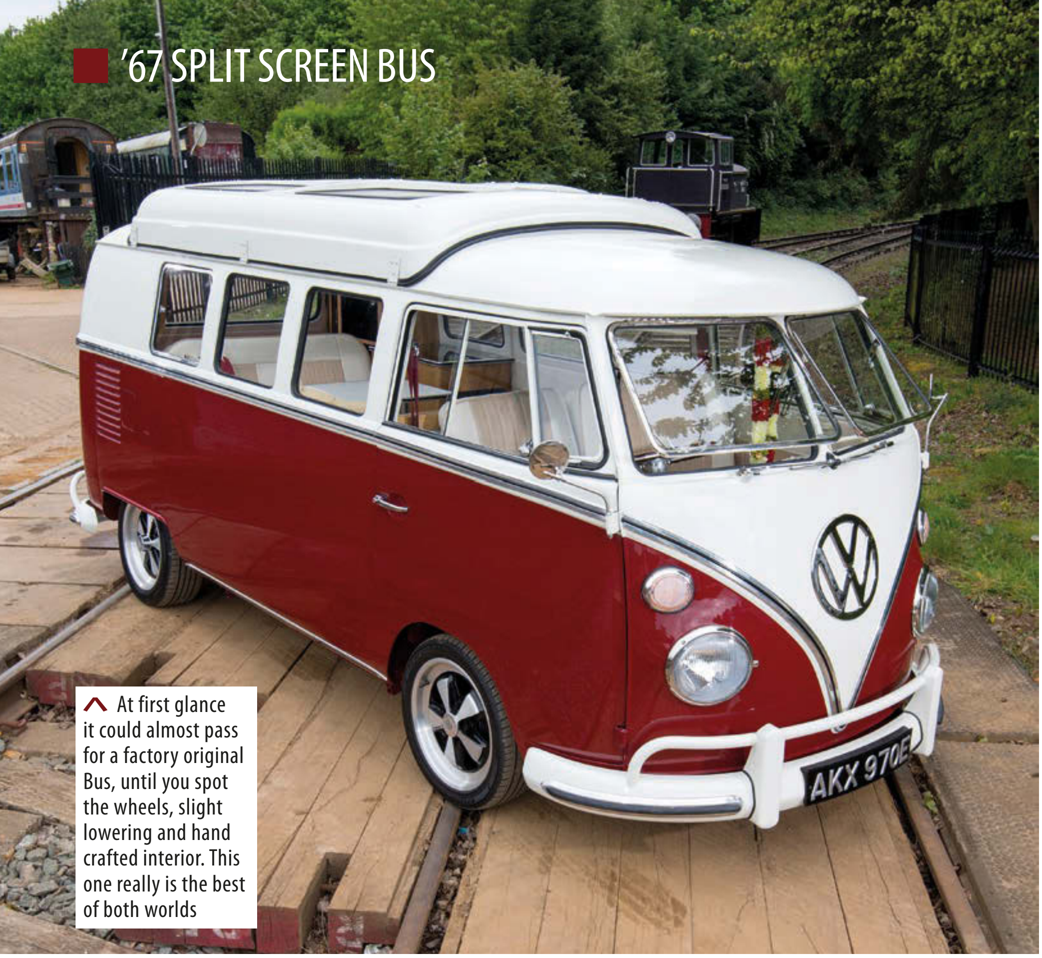


At first glance it could almost pass for a factory original Bus, until you spot the wheels, slight lowering and hand crafted interior. This one really is the best of both worlds

As you might have guessed that's Brett. After that four-year restoration he might well look happy and relieved – or maybe there's more than just tea in that cup…

It's not just a pretty face, the Fuchs at each corner were diamond polished and there's Porsche brakes hiding behind them

PERFORMANCE UHP

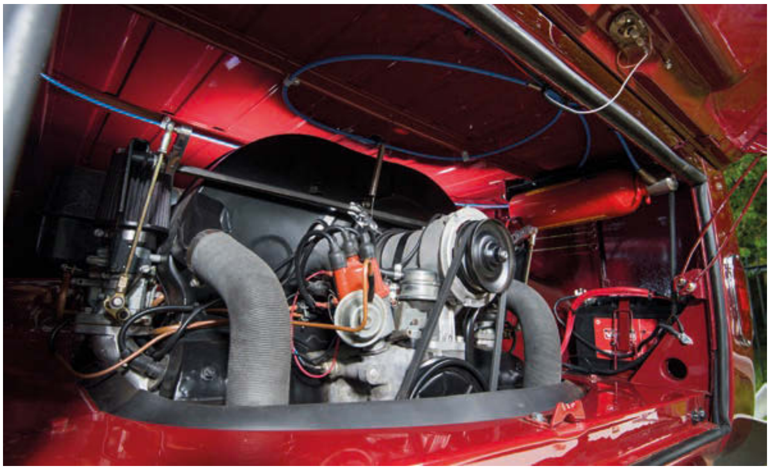
The standard gearbox was rebuilt with a 0.82 fourth gear at Bears Motorsport UK (www.bearsmotorsport.co.uk / 0121 742 2200) which brings us on to the engine. "When I bought the camper it had a 1300 twin-port fitted," says Brett, "we got that out and put in a 1600 which stayed until 2012 when it caught fire in my garage and I almost lost the whole van." That's why there's now a fully-plumbed Firetech fire extinguisher in the engine bay – a sensible precaution on every vehicle old or new. The 1600 is a Vege (www.vegeuk.com / 01246 272227) motor which was stripped and cleaned but needed little else beyond a conversion to Weber 34 ICT carburettors.

Time well spent

"It took a long time to put back together," admits Brett, "about eight months compared to the single weekend it took to strip it down." And in fact, it was finished just in time to trailer to the 2017 *VolksWorld* Show, "at that point I'd only driven it six or seven miles so I wanted to ensure I got it to the venue," recalls Brett. "Afterwards it drove the 80 miles home flawlessly." Then at the Split Screen Van Club show the camper won best paint and came second in Restoration of the Year. "The idea was always to do it once and do it right, it's been built to stay like this for years to come. I don't think there's anything I'd change about it other than perhaps adding a bit more power to get up hills at over 40mph. I doubt I'd ever sell it since there are too many memories – although if someone offered me a right-hand drive, Barndoor Samba I'd be tempted.

"I love owning it but it's now too nice to drive every day so I've just bought a brand new T6 Camper so that will be used for most of the camping trips. I have camped in the Splittie a few times with my son and it's proved very practical. When I took it to the show I heard someone remark that it was 'like a Devon but not a Devon' which genuinely delighted me because that's exactly what I wanted it to be." ■

"I doubt I'd ever sell it since there are too many memories"



Vege 1600 motor is dressed with Weber 34 ICT carburettors with a full Firetech install as an essential ornament

Thanks to the Northamptonshire Ironstone Railway Trust in East Hunsbury (www.nirt.co.uk / 01604 702031) for the photo location. Thanks also to Carl and Katie at Central Valley, Simon and Chris at WoodGrayne, the Normandale team and everyone else that helped with the build.

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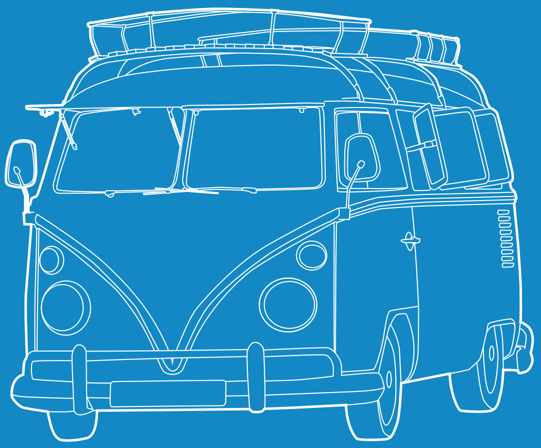

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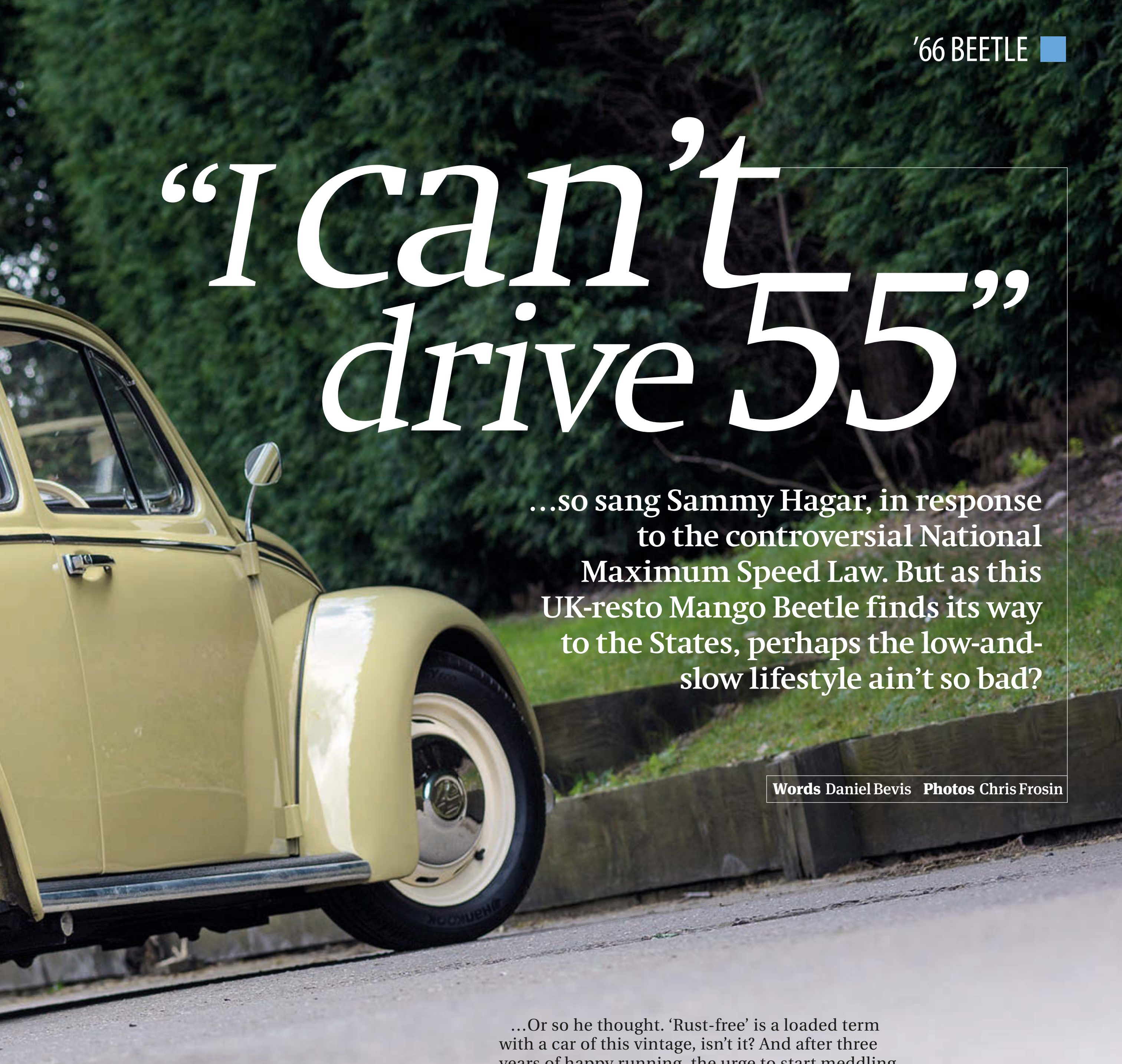
^ Stance is millimetre-perfect thanks to dropped spindles and adjustable spring plates

When the National Maximum Speed Law was introduced in the USA in 1974, it caused a few ripples. Sure, it was rooted in bona fide safety concerns (although it was actually borne out of the '73 oil crisis), but just picture yourself on an endless, featureless Nevada desert highway, crawling along at what feels like walking pace. As the scenery bleeds past like treacle dripping from a spoon, the temptation to flout the 55mph limit must have been too great to bear.

Then again, sometimes life isn't all about getting to places quickly. Sometimes it's about taking it easy, enjoying the journey. Just ask Stephen Nell, owner of this sumptuous Mango Green '66 – he's a man who

> "I'd owned a '66 Beetle when I was 19, and decided I should own another when I turned 40"



“I can’t drive 55”

…so sang Sammy Hagar, in response to the controversial National Maximum Speed Law. But as this UK-resto Mango Beetle finds its way to the States, perhaps the low-and-slow lifestyle ain’t so bad?

Words Daniel Bevis **Photos** Chris Frosin

knows a thing or two about playing the long game.

“I’d owned a ’66 Beetle when I was 19, and did all the early Bug Jams,” he reminisces, “and I decided that as part of my midlife crisis I should own another one when I turned 40. I never had the money or skill to keep my original Bug running – apparently AA HomeStart doesn’t include putting your gear linkage back together when you can’t do it yourself – so now that I had a little put aside I decided another 1966 Beetle would be the perfect choice to complete those late-’80s dreams I had.”

Stephen was determined to find a right-hand-drive model, as he didn’t want to be sitting on the wrong side all the time, and it was a good few months before he happened across this car at The *VolksWorld* show in 2010. Nicknamed ‘Olive’ by his wife Angela, the car ticked a lot of boxes and, crucially, exorcised a few of the demons of his previous Beetle; whereas the car of Stephen’s youth was a bit of a shed, this one was solid, rust-free and ready to enjoy.

…Or so he thought. ‘Rust-free’ is a loaded term with a car of this vintage, isn’t it? And after three years of happy running, the urge to start meddling emerged, with a few carefully chosen upgrades unearthing one or two areas of remedial work that needed addressing.

“Not for any particular reason, I decided that the car should be lowered and have more modern disc brakes up front,” says Stephen. “So in the spirit of any would-be mechanic, I stripped off the original front end to replace it with a new adjustable beam, with a CB Performance wide-five dropped spindle and disc conversion kit.” All of this seemed to go like clockwork until it was time to bleed the brakes and, try as he might, there was just no pressure to be found. Knowing his limits (and having wrestled with and sworn at the thing for a few weeks), our man dropped the car off at specialists Absolute VW so that Simon Kerr could see what was what.

“He called back later in the day to tell me I’d better come and have a look,” Stephen recalls. “When I arrived he went to great lengths to point out that the idiot who’d put the front end together had done so many things wrong it was basically a death trap. To his credit,

TECH INFO

BODY
1966 Beetle Deluxe in Mango Green (L346) with Ivory wheels

ENGINE
Replacement stock 1600cc engine; single Solex carb

TRANSMISSION
Stock 4-speed manual

INTERIOR
Custom interior by Vaughan Green at Custom Classic & Retro; wool headliner; square weave carpets; Flat 4 Banjo steering wheel with stars-and-moon horn push; matching ivory steering column and shifter

WHEELS & TYRES
Stock 15in steel wheels; 165/65 Hankooks (front), 185/65 Bridgestones (rear)

SUSPENSION
Two inch narrowed adjustable front beam with dropped spindles; adjustable rear spring plates

BRAKES
CB Performance front discs, stock rear drums

he didn't look at all embarrassed when my wife explained that the idiot in question was me. And as it cost twice as much to rectify my mistakes and Simon had painstakingly pointed out how bad my mechanical skills actually were, I've subsequently been banned for life from tinkering…"

Hidden depths

Fair enough. That's why places like Absolute VW exist, we can't all be experts. So Simon took responsibility for the car's future mechanical wellbeing, and all was rosy in the garden once more. But you know what it's like when you own a car like this. You're always planning the next job.

"Over the next couple of years, a few paint bubbles had surfaced and I'd generally started to fancy refreshing the paintwork as it was looking a bit tired," says Stephen. "Bizarrely, considering I was trying to get him to do the work, Simon encouraged me to leave it as it was for a while and to just enjoy the car, but my mind was made up. I probably should have listened to him!"

What followed was the classic tale we've heard so many times before: the paint comes off and the rust reveals itself. This 'rust-free' Beetle had been secretly eating itself from the inside out for some time, and with paint stripped away, the corrosion was in evidence in the most surprising places – the scuttle, the rear quarters, the gutters… there was nothing for it but to strip it down, sandblast the 'shell, and do the job right.

"By the end, I don't think there was a single panel that didn't need touching," laughs Stephen, with the nervous humour of a man whose wallet has taken a thorough battering. "Original timetables and budgets go out the window when you're caught in the whole world of "it would be a shame not to do this or that properly" discussions. Everything was taken off and checked over to refurbish or replace; I tried to refurbish all the original bits, but it was quite surprising to find how many pieces on the car were not only unoriginal but not even the same year – I still don't know the exact year of the doors!

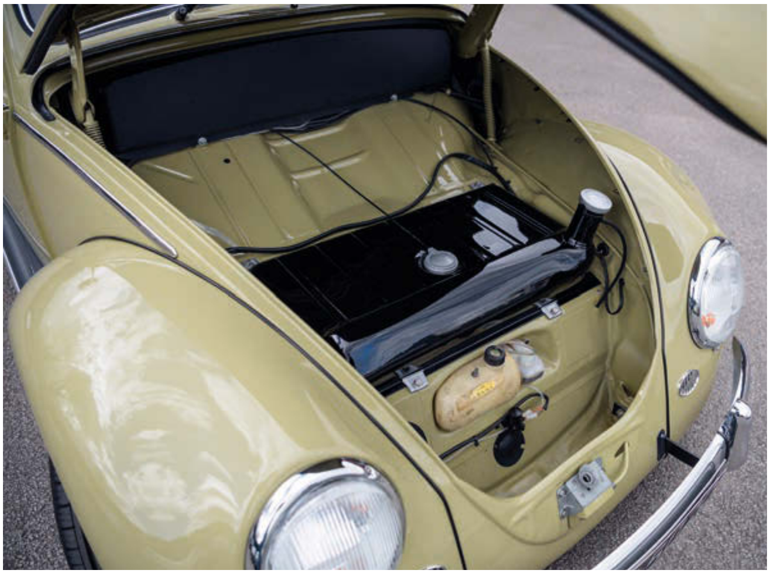
"Re-chroming is eye-wateringly expensive too," he continues, "and I dare not mention the company who did the hubcaps for fear of litigation, but I kid you not: the whole car was stripped, painted, put back together and on the road in the time it took

to get four hubcaps re-chromed. Although when I say that, only three actually got re-chromed as they damaged one so badly they had to source a replacement." It hasn't exactly been an easy road, then – but the heartache all pays off when you know that the car's been finished to exactly match the vision in your head. Those teenage dreams were all coming true.

International rescue

Handily, Stephen works as a Supply Chain Director for an automotive firm, so was able to pull a few strings to get parts brought into the UK from various far-flung isles – which certainly caused some amusement for one colleague, Jennifer, who found herself unable to explain to customs officials why she was smuggling door handles. Wait, is amusement the right word? Well, at least she avoided the full cavity search.

With fresh parts sprinkling in from across the globe, Simon dropped off the chassis for Stephen and Angela to get busy painting while he continued working on the 'shell. The Nells were in love with the original colour, so



The bits you can't usually see are every bit as shiny as the bits you can

> "As Simon pointed out how bad my mechanical skills were, I've been banned for life from tinkering"

Stephen and Angela loved the car's original Mango Green, so there was no question of what colour they'd choose for the resto

While the Beetle may not be a matching-numbers concours example, the details are absolutely flawless

The re-chroming of the hubcaps turned into a bit of a saga, but it all worked out in the end

Inviting, isn't it? Just begging you to strap in, twist that key and go for a cruise in the sunshine

Beautifully trimmed interior is testament to the skills of Vaughan Green, complete with sumptuous seats, wool headliner and square-weave carpets

Art deco steering wheel centre acts as an apposite metaphor for the Beetle's globe-trotting adventures

'Olive' was always destined to remain Mango Green, and with the exterior aesthetics decided upon, it was time to give some thought to the interior.

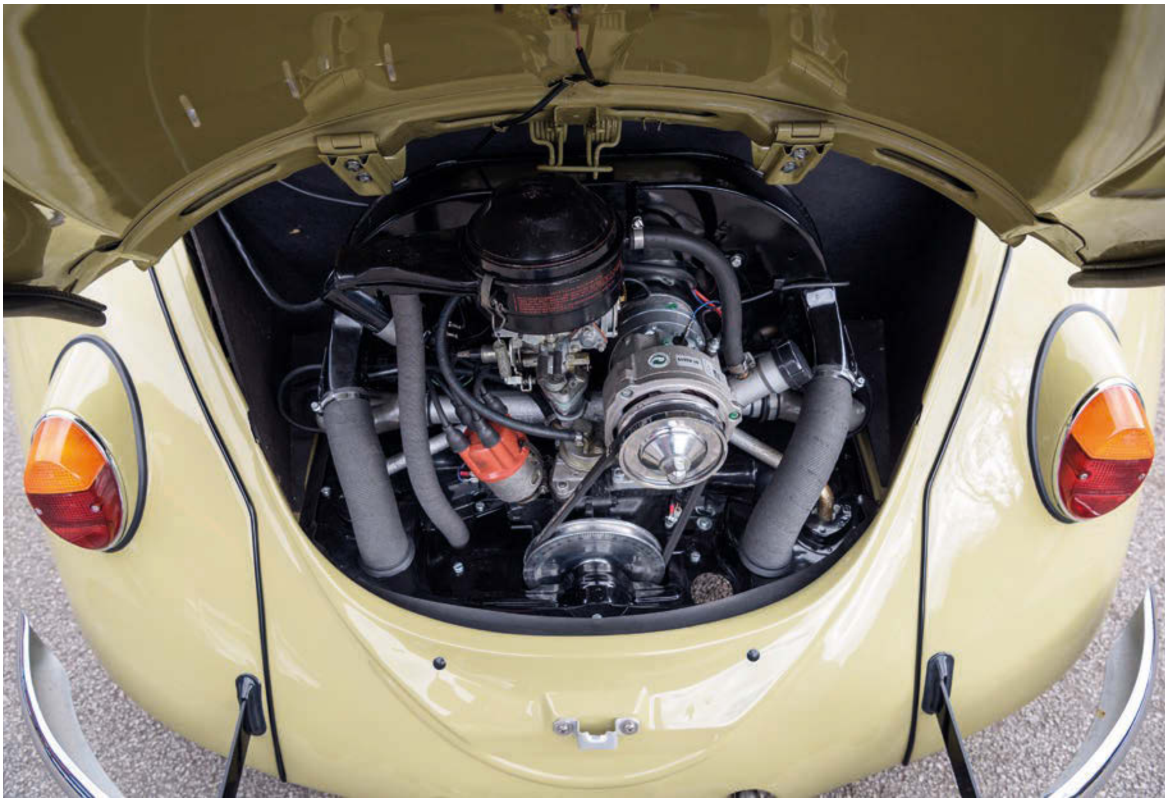
"I envisaged a modern take on a classic look, with a period feel," says Stephen. "Vaughan Green at Custom Classic & Retro booked us a slot at the end of 2016, although we missed that as we were on holiday in Venezuela at the time. We eventually got the car to him, all complete and ready for trimming, in January of 2017. Vaughan and I met eye-to-eye from the very start on what sort of colour scheme would work; the seat design is exactly how I envisaged it, although I caused Vaughan some headaches as he had to completely reform the seat backs to get the desired look. In another twist, it appeared that I have 1966 seat bases with 1970s seat backs!" Ah, yes, but it wouldn't be any fun if it was easy, would it?

> "On the round-trip from Leicestershire to Sandown, she never missed a beat"

Altered States

Life decided to throw a curveball into the plans at this stage, with Stephen's job sending him to the USA to lead a major project. With him leaving almost immediately and Angela following with the house contents by the end of March, some squeaky-tight time constraints were suddenly presenting themselves. Thankfully, with Simon's expertise and Vaughan's zeal, the car was completed in time for Stephen to return to the UK to pick it up on 24 March – by happy coincidence, a day before his birthday.

"On the round-trip from Leicestershire to Sandown, she never missed a beat – absolutely perfect," he smiles. "I had been worried as Angela was packing for the move that she might uncover all of the receipts I'd hidden away at the bottom of my sock drawer, although fortunately I don't think she'd



Nothing fussy here, simply a quality refresh of an old-faithful stock 1600cc

After the shell was taken down to bare metal, it turned out that every single panel required work!

Numbered marks on crank pulley allow for precision timing and valve settings

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had time to add them up – otherwise I could be short of a gland or two…"

Such things do all end up working themselves out, don't they? And with Stephen's original fervour for a RHD car now atomising into the breeze as he takes the car to the States, he's not at all worried about cruising on the wrong side. The teenage dream has come true, and he's supremely relaxed about it. "I intend to do what we always set out to do," he says. "Drive her around and enjoy life at 55mph." ■

Thanks

"Thanks obviously go to my wife who has been incredibly supportive and never once asked how much I've spent (phew!) My various parts mules who've saved a small fortune in duty fees. The interior by Vaughan is absolutely fantastic and although the car wasn't entered at The VolksWorld *Show, I honestly believe that it is better than anything that I saw on show. I'd also like to thank the team at Absolute VW (absolutevw.co.uk) who did a tremendous job, although I still think Simon should thank me for making him the richest chap in Castle Donington."*

GB plate will be useful in the car's new life on the other side of the North Atlantic

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2017 VW T6 Surf, 0 miles, 2.0 diesel, manual transmission, Grape Yellow, air conditioning, front & rear parking sensors, cruise control, driver and passenger armrests, 2 burner gas hob & grill, camping leisure battery, stainless steel sink, 240v mains hook up, raising roof and a king-sized bed. **£44,941.** Ref: 3089.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

2017 VW T6 Danbury Royale, 0 miles, 2.0 diesel engine, 2 burner gas hob, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, rear parking sensors & rear parking camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet, **£56,039.** Ref: 2889.

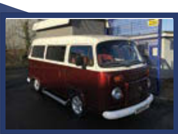
2013 VW T2 Danbury Diamond, 27,272 miles, 1.4 water-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more, **£37,845.** Ref: 2826.

2005 VW T2 Danbury Rio, 15,040 miles, 1.6 air-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, roof bed to make 4 berth, lowered suspension and BRM-style alloy wheels and much more, **£24,995.** Ref: 848K.

2017 VW T6 Royale, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, long wheelbase, Walnut units, Light Wood floor, standard VW upholstery, rear parking sensors & camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet and much more, **£50,579.** Ref: 3043.

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.



2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

2017 VW T6 Active, 19,000miles, 2.0 diesel, manual transmission, tailgate rear door, double cab front seat, air conditioning, colour-coded bumpers, rear-parking sensors, cruise control, alloy wheels, leather steering wheel, metallic paint, BluMotion technology and much more. **Only £42,995.** Ref: LC16 RFE

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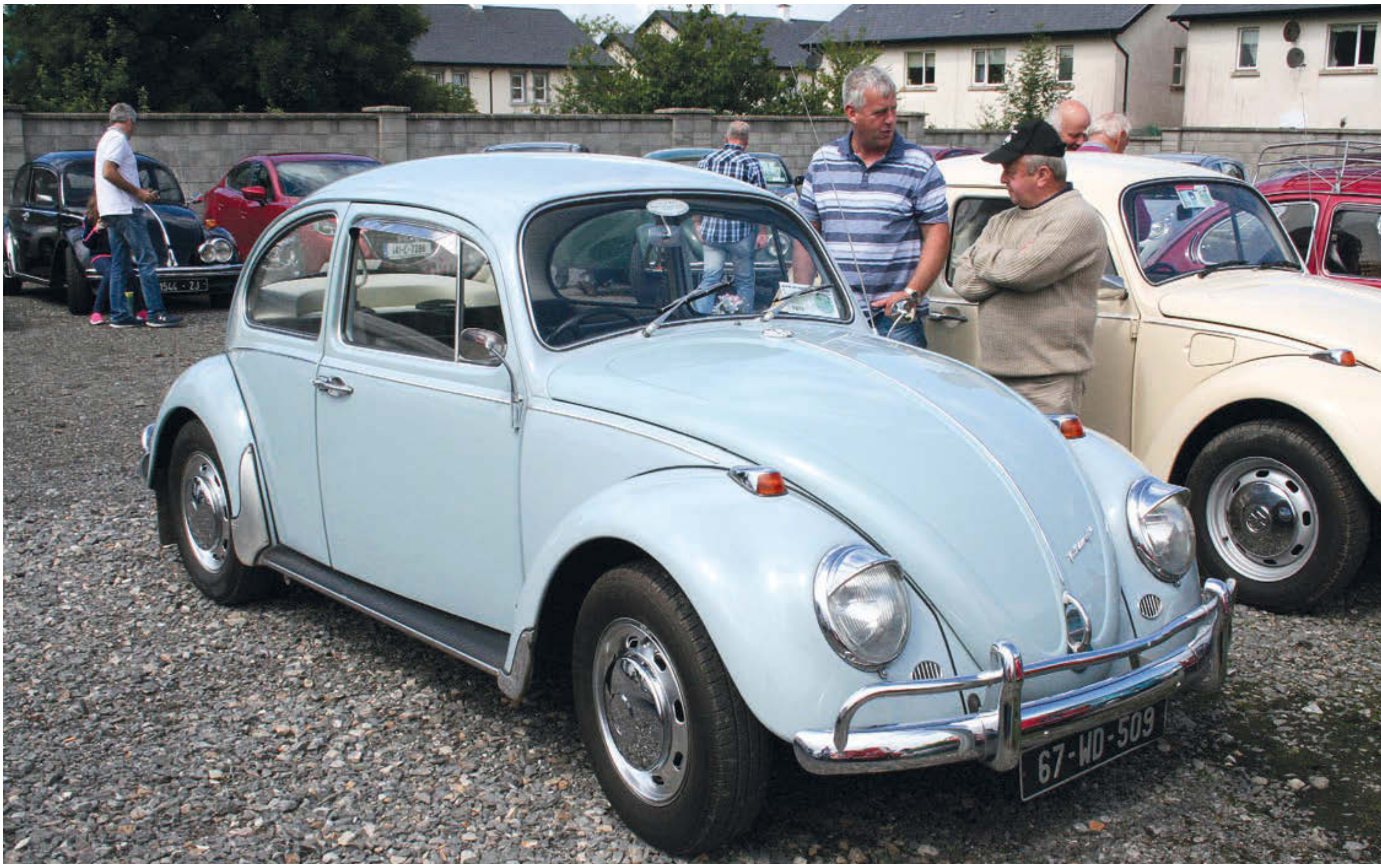


Just so Eire cool!

This immaculate '67 1500 Beetle, once featured in this very magazine, now lives in Thomas Flanagan's garage in Tramore, County Waterford

The third Sunday in July for Irish VW enthusiasts means Martin Murray's Eirespares Show is the place to go

Words and photos Cathal O'Toole

For the last few years, with Ireland in the middle of a recession, attendance at shows dwindled as many enthusiasts were forced to sell their pride and joy or simply questioned the feasibility of travelling to as many events as they would like. As a result some shows fell off the calendar completely, so it's been an interesting time for VW enthusiasts on the Emerald Isle.

One event that suffered was Martin Murray's Eirespares gathering but despite seeing falling numbers it hung on and in 2017 it reaped the rewards by attracting some 'blast from the past' cars pulling in early on the Sunday morning. But what was really interesting was seeing so many freshly restored VWs showing for the first time. Eirespares has seen cars restored, parked up and abandoned and now freshly restored again which has ensured its survival – and judging by the party-like atmosphere and enthusiasm within the VW community here, Eirespares is set for a major explosion of entrants. Incidentally, Eirespares has decided to become a biennial show in rotation with the Jumpstart VW show.

Small world

The location is the rear of Toomey's Filling Station in Monard which means an endless supply of hot and cold food and drinks from their deli and shop. Had there been a Furthest Travelled award it would have gone to a Swiss couple who, while on holidays in their beautiful yellow Bay Window Camper, heard about the show and made their way to Monard. I overheard one of the show goers mention to the couple that they were spotted getting off the ferry and at various places around the country. I don't think they realised quite how small Ireland is…

Trevor Brady brought along his latest project; a very rare 1973 1300S Beetle, that had sat outside on a Dublin driveway for almost 20 years with the driver's door open [we reported on Trevor's other '1300S discovery' last issue]. Despite all this, it's not the most dilapidated project we've ever seen; in fact, there was something very cool about it. It's a one owner, low mileage Beetle with lots of potential. Before he starts on the resto Trevor wanted to display it 'as found'. He even went to the trouble of swapping the roller wheels for the original wheels with flat and cracked tyres. Even the moss growing under the wiper was preserved.

Colin Dunne brought along his Bug Jam award winning Fastback and for his troubles he drove home with the Best of Show trophy.

See you and your VW on the third Sunday in July 2019.

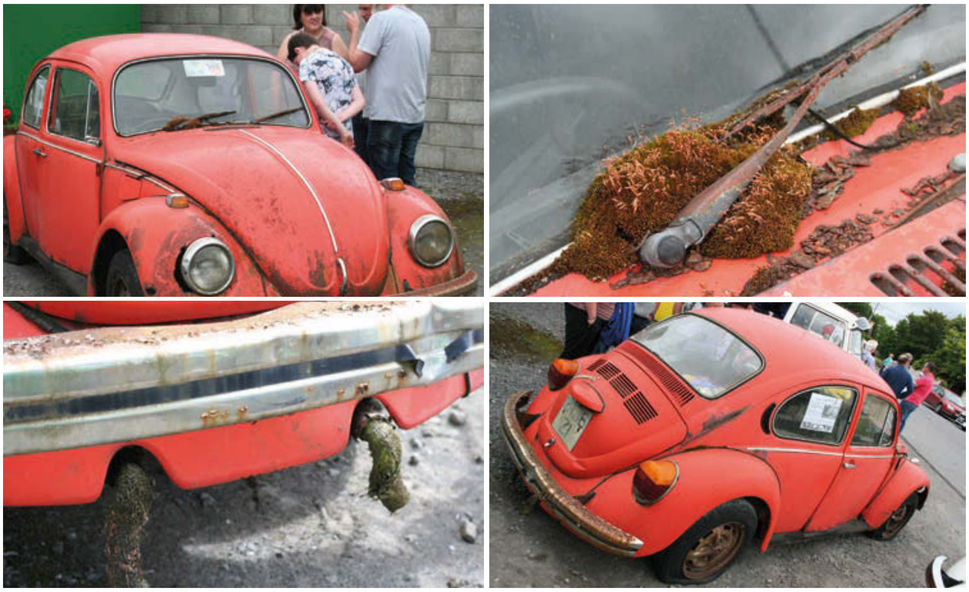
Eddie Cotter's immaculate '60 Ragtop made light work of the journey to the show thanks to the 2.0-litre motor and Rancho gearbox

Restored back in 1986 this German 1303 was cosseted by owner Jack Honan for over 30 years. It's loaded with cool 70's accessories

The sun came out for Eirespares and made this line-up of 70's Beetles sparkle

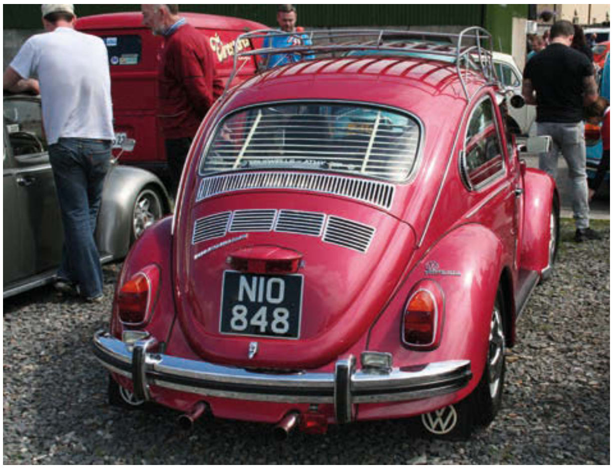
Diarmaid Doody has owned his rare RHD Oval since 2011 and is a regular on the show scene. He's not afraid to drive it long distances on some of Ireland's not so smooth roads

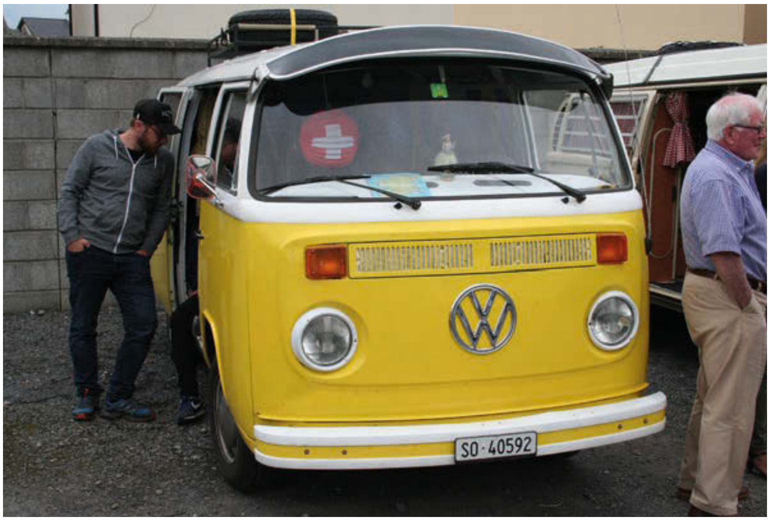
If you're going to have a shop truck then I can't think of anything cooler than a 1958 Split Panel Van. Martin Murray's Eirespares work van is a sweet ride



Clockwise, from top left: I think the look on this lady's face says it all! She may not appreciate the hidden beauty of Trevor Brady's 'driveway' find; That's 19 years of moss growth. Sadly this (and the rust) will all be lost in the concours resto Trev is about to embark on; Trevor refitted the original wheels and tyres, complete with 'flat spot', so it looked just as it stood since 1998; Exhaustile dysfunction! This is what happens when you leave your Beetle on a Dublin driveway for 20 years

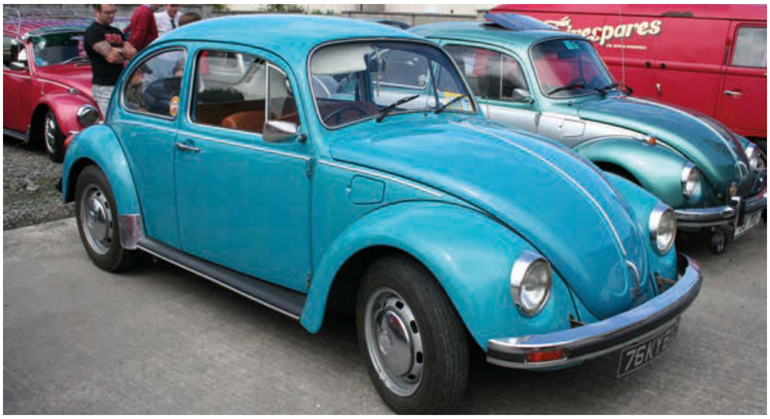
Brendan O'Brien's 1971 1200 Beetle was his first car back in 1994. It's hard to believe but this accessory laden Beetle was painted way back in the 1990s



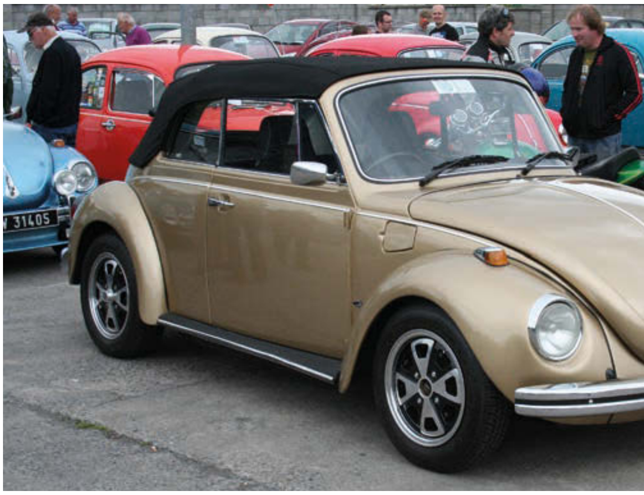


It's a long way to Tipperary, especially if you're from Switzerland. This Swiss couple heard about the show and made a detour on their Irish holiday

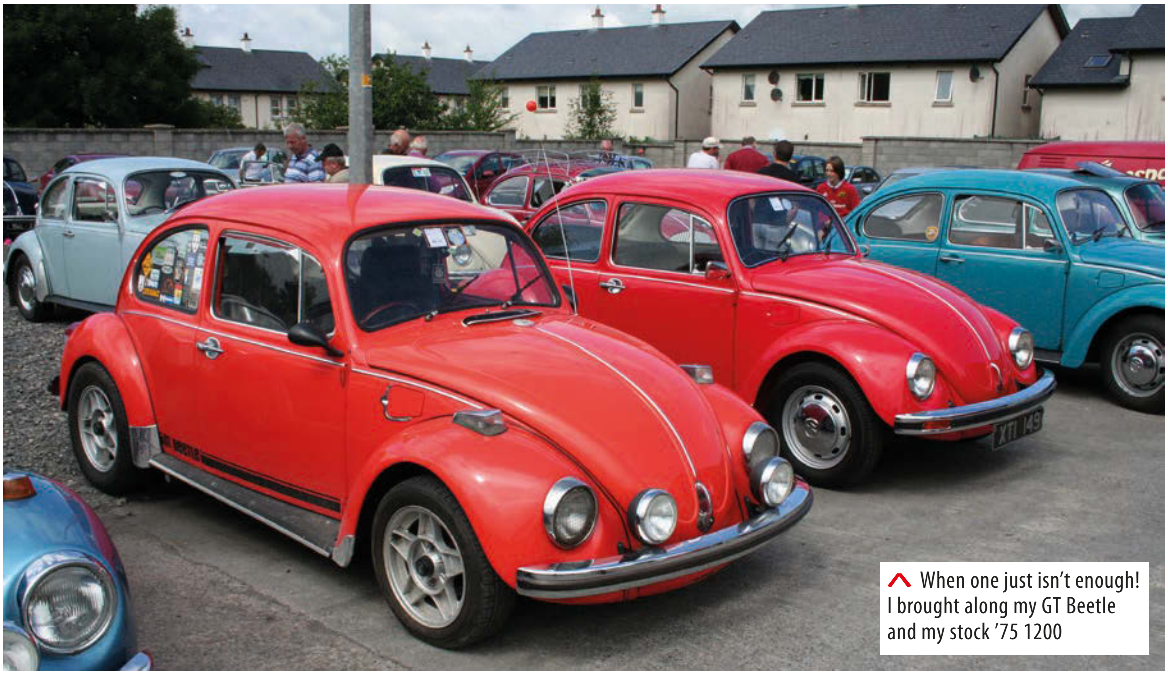
> what was really interesting was seeing so many freshly restored VWs showing for the first time



Ex-UK 1976 Beetle was 100% stock spec, even down to tyre choice. The owner has matching blue original VW overalls from his local dealer. Now that's commitment to colour coding!

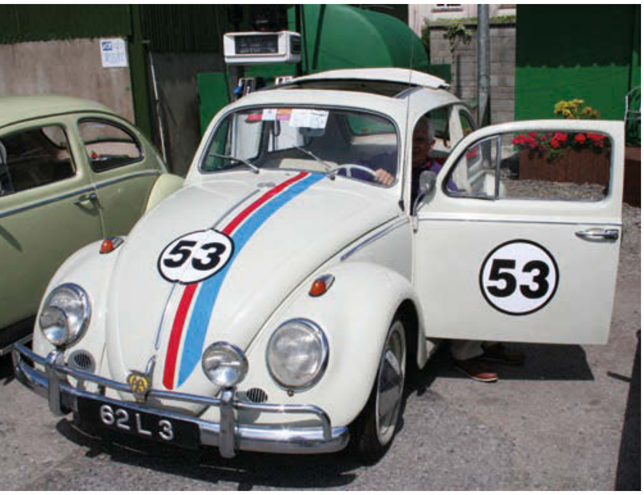


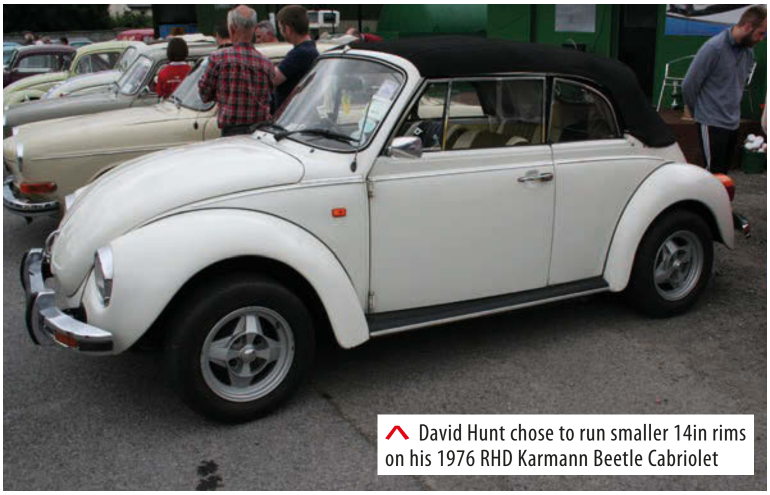
Late model RHD Cabrio had earlier '70-'72 high back seats fitted. Nose down stance and Porker replicas added to the look



When one just isn't enough! I brought along my GT Beetle and my stock '75 1200

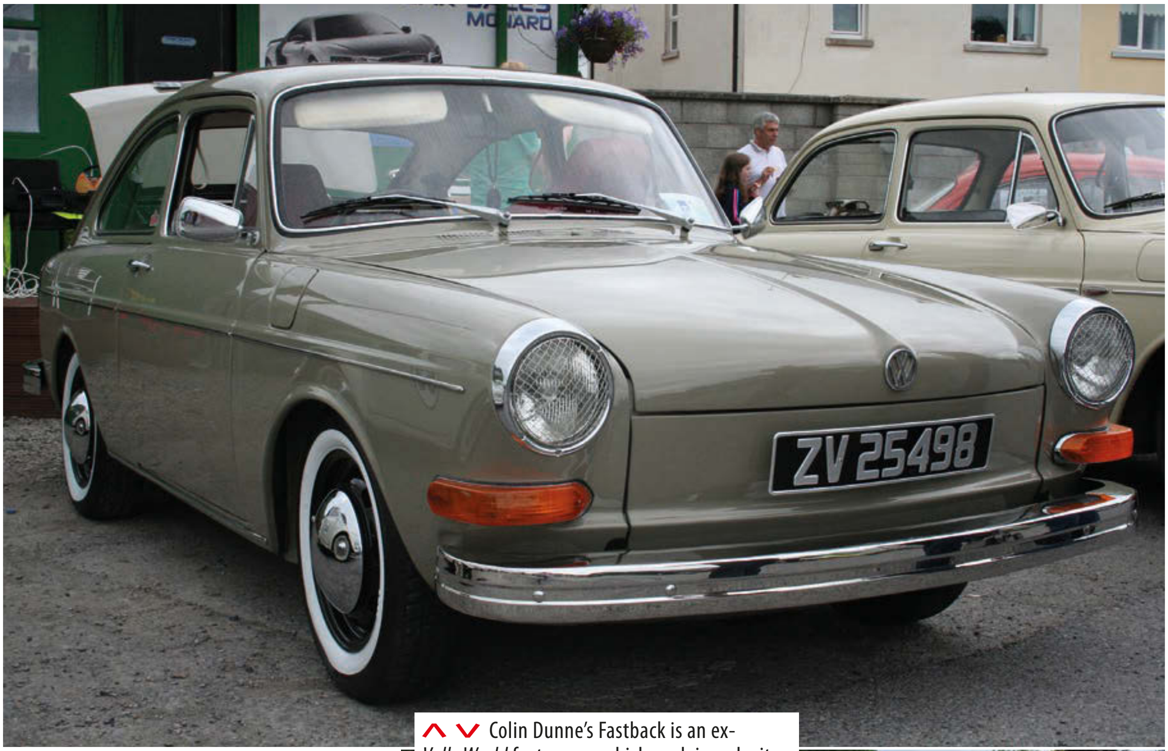
Jerry Flannery from Limerick brought his '62 Ragtop to Eirespares, a car he's owned since the late 1970s when a Swiss student needed the money and sold it to Jerry



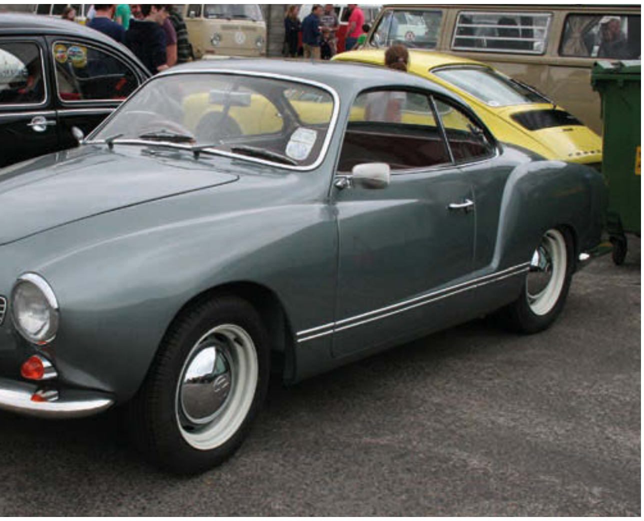


David Hunt chose to run smaller 14in rims on his 1976 RHD Karmann Beetle Cabriolet

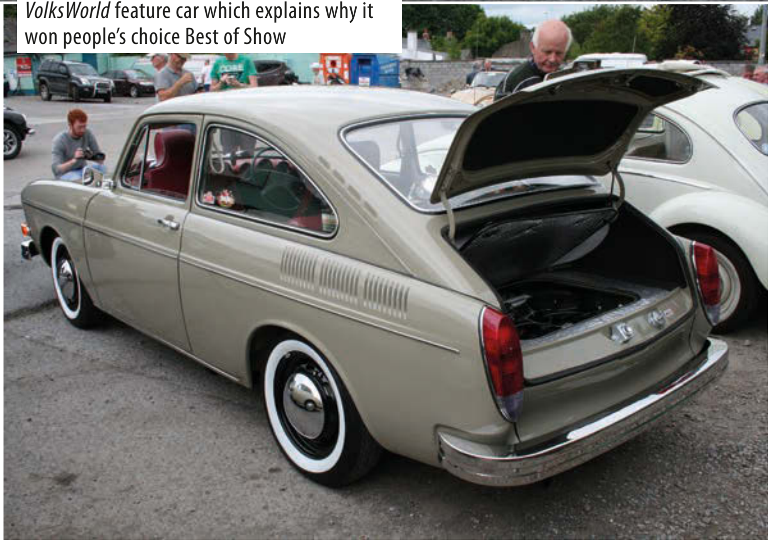
Eirespares
ZV 34071



Jon White travelled from Kildare to show his wife's Karmann Ghia



Colin Dunne's Fastback is an ex-*VolksWorld* feature car which explains why it won people's choice Best of Show



James Cond
Winner
Best Street Food
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This much-lauded event was revived at the eleventh hour and managed to pull it off in style

Worth the wait

The DTA End of Season Meet was only given the go-ahead at the last minute and solely promoted through social media. The reputation of this show, however, ensured that it had an incredible turnout of cool cars and a great atmosphere

Words and photos Mark Walker

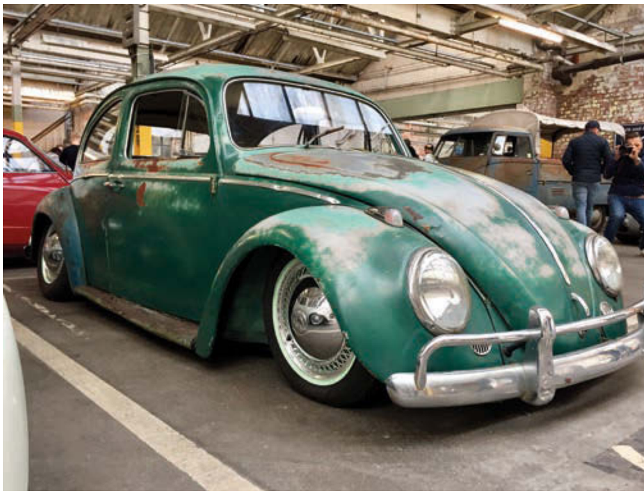
The event last took place five years ago; I'd planned to go, but ended up not making it. Having seen the pictures on Facebook and Instagram, I realised I'd missed out on one of the UK's best shows and I vowed I'd be there the following year. The only problem was, the historic venue – the James Cond Printworks in central Birmingham – was scheduled for destruction, so the show didn't happen for the next four years.

With the building given a temporary reprieve, Si Medlicott and the rest of the DTA crew announced the 2017 event with just a month's notice.

Taking place on the coldest day of the year so far, this didn't deter anyone from bringing some of the coolest cars in the UK and Europe to the event – the guys from the Bug People club even brought cars to the show from the Netherlands.

With award-winning street food from Low 'N' Slow and Donuts from The Steamhouse, visitors didn't go hungry and the show had a relaxed and friendly vibe. Drinks were available out of the back of a Single Cab Pick-Up, with honesty box for payment – this should give you an idea of how warm the atmosphere was.

With the fate of the James Cond building sitting on a knife edge, no one knows if the show will be repeated yet, but as you'll quickly gather from the following pictures, this is a must-go diary entry for next year if it's on. ■



I'd been following Mike Heywood's body-off project on Instagram for a while. It's fully restored underneath, but proudly wearing a half original, half repainted patina colour scheme. The treatment of the wheels, with NOS spoked trim rings, was a nice touch

Ex-*VolksWorld* editor James Peene's old project '66 was looking great, having been subjected to a body-off resto and highly polished patina paint

Absolute VW
Döck 'n Kegel

Absolute VW's Patina Barndoor Truck sitting outside the venue – Patina and original logos are the ultimate combination to a lot of people

> the DTA crew announced the 2017 event with just a month's notice

When it comes to Bays, most people feel a '68 is the ultimate year. With very little of the original Titian Red paint left, seriously modified suspension and white gas burners, this '68 looked awesome

The Jury is always out on fender skirts – they're a bit of a Marmite thing on old VWs, but they suited this beautiful factory black Karmann Kab a treat

While the killer stance on this amazing patina Ghia is not out of the ordinary, the modern BBS-style rims add a subtle change. We love it

Greg Bevan's '68 Westy has all the right mods and accessories, making it one of the nicest Buses out there – it has a dark grey repaint over the original paint, but we think that adds to the character

BOB SAUNDERS TV
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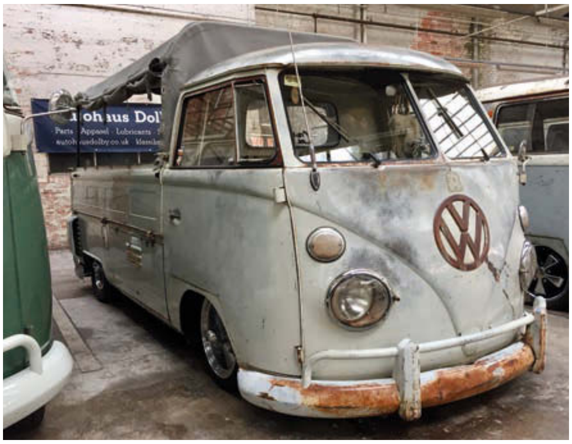
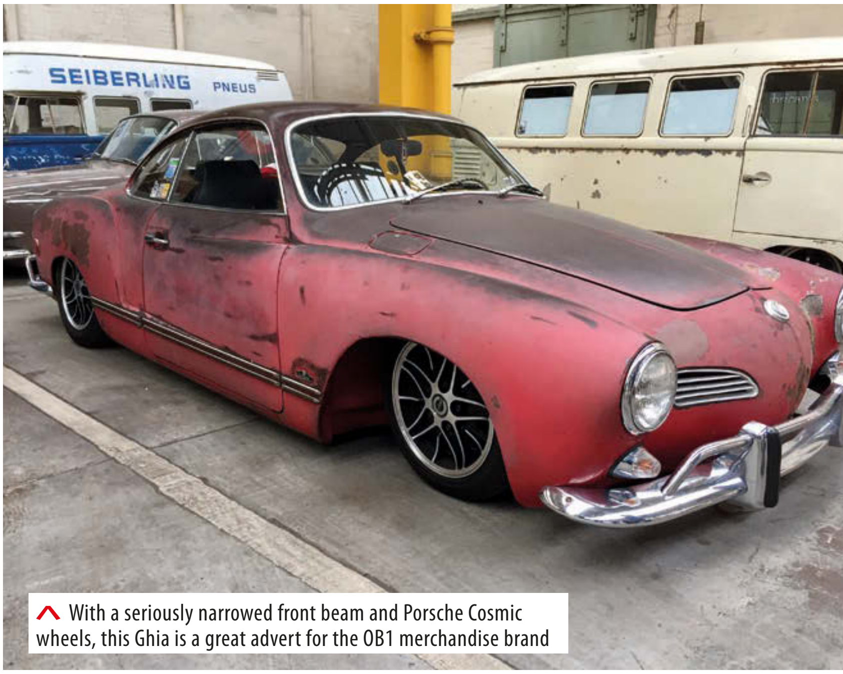
Ex-Rikki James 1958 Bob Saunders logo Bus, still looking awesome on its rare Brahim Racing wide 5 wheels

Late 16in Porsche Fuchs wheels made this already uber-cool Type 34 stand out from the crowd

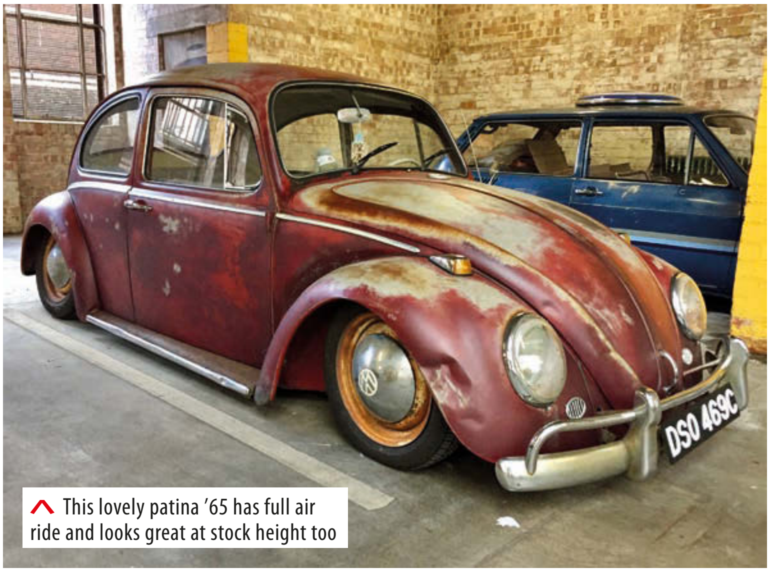
Stock and not so stock... the former being an early 'deep skylight' Deluxe sympathetically restored by Smiths VW in Cornwall and the latter being Rikki James' 2.6-litre motorway stormer



Phil Sutton from Creative Coachworks is the owner of this original paint truck, which just looks better every year

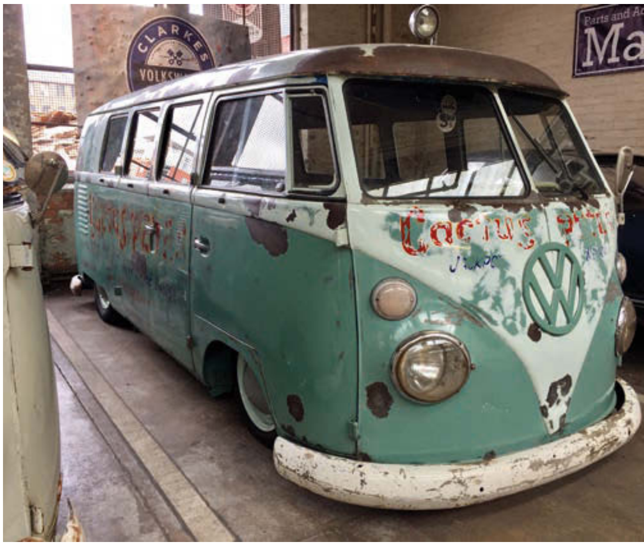


With a seriously narrowed front beam and Porsche Cosmic wheels, this Ghia is a great advert for the OB1 merchandise brand



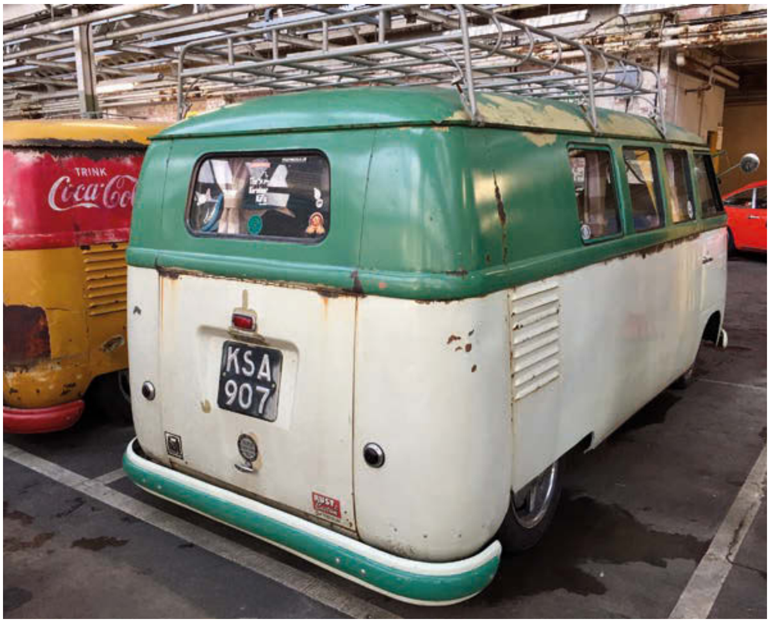
This lovely patina '65 has full air ride and looks great at stock height too

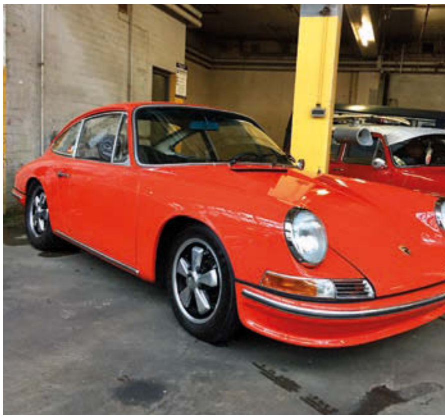
> Drinks were available out of the back of a Single Cab Pick-Up, with honesty box for payment



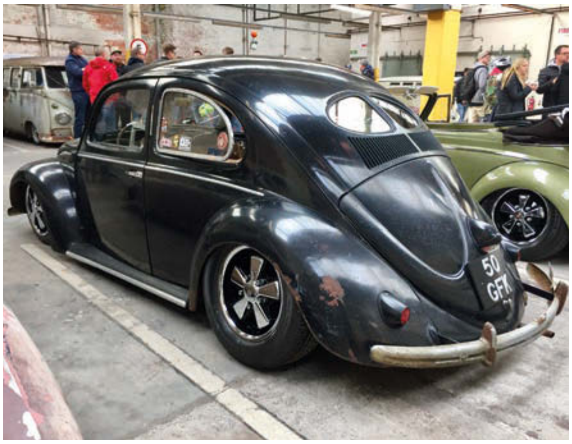
This Turkis Green and Blue White patina Bus wore its original paint and cool logos on the outside, but was fully sorted and professionally upholstered on the inside

Rare as hen's teeth original UK RHD Barndoor Bus complete with worn patina number plates!



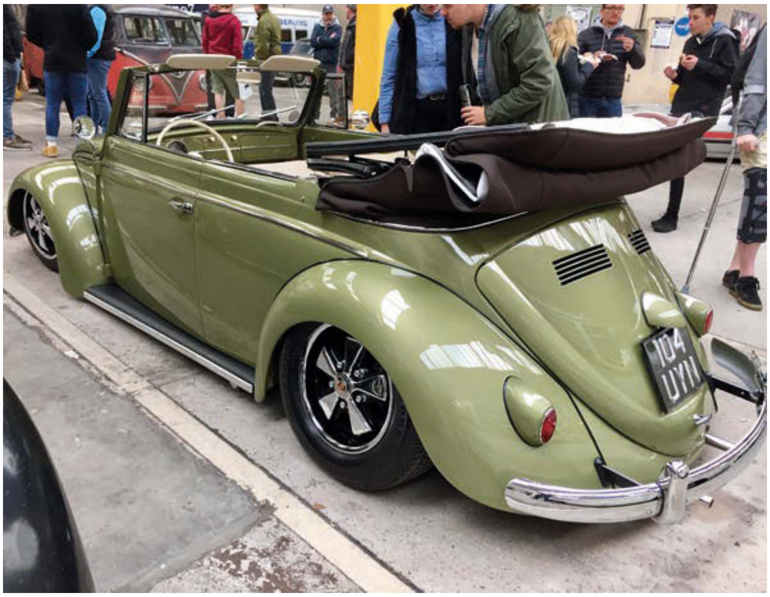


Creative Coachworks brought ex-editor Peene's freshly polished Porsche 912 to the show for him to collect



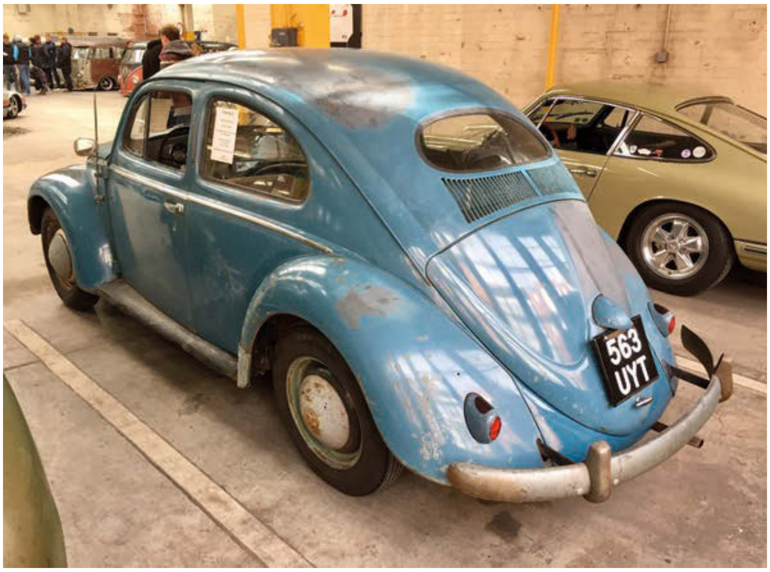
∧ Being a 1950 Beetle and a member of the German Folks (GFK) UK Chapter, Dean Bradley hit it out of the park with this number plate

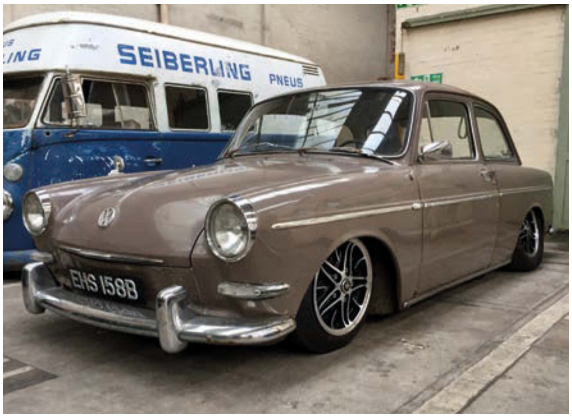
∨ Very rare Standard model Oval Window Beetle was in great shape and could have been yours for a little over £12k

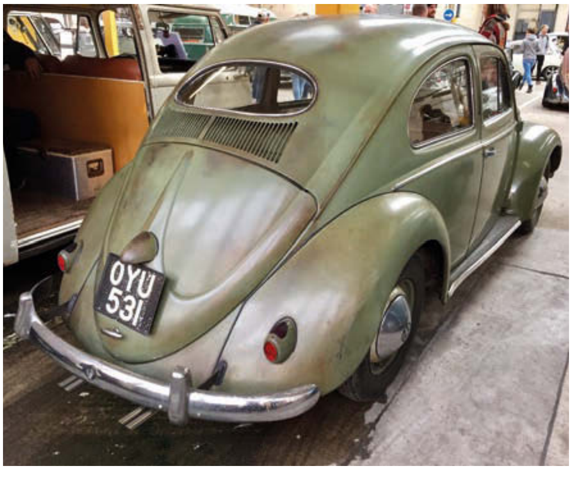


∧ A former *VolksWorld* cover car, I'm sure this Cabrio was on many people's 'love to take it home' lists

∨ Originally built by show organiser Si Medlicott, this super-cool Nutria Brown '64 Notch is now owned by Dave Hall

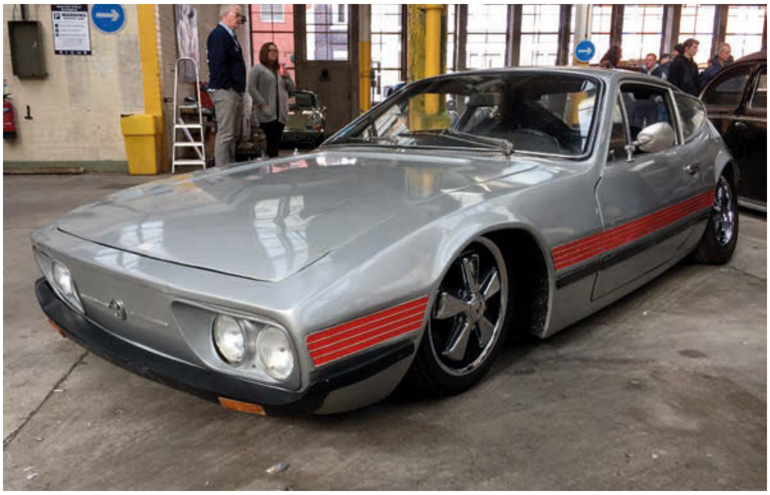


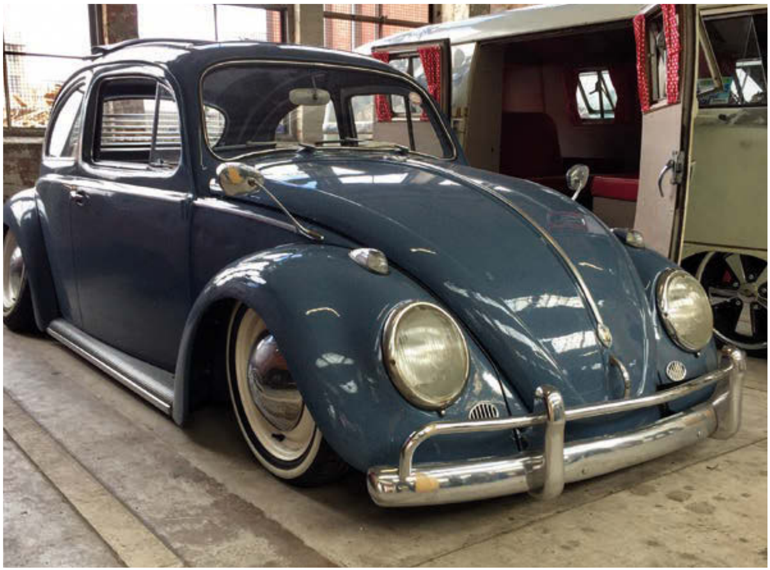


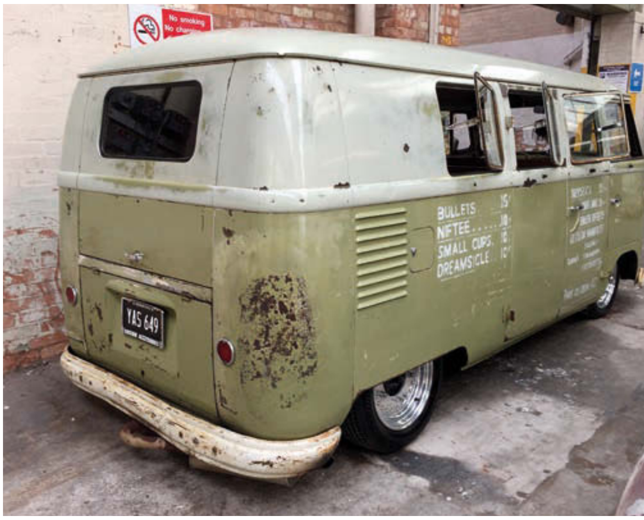


∧ Formerly sporting a lowered stance, show organiser Si Medlicott's UK RHD 1953 Oval looks all the better for being put back to stock. Being a '53, it's one of the first VW's officially imported to the UK and gets driven a lot

∨ Martin Hobé brought his slammed VW SP2 over from The Netherlands, as part of the Bug People club contingent. It had a crowd around it all day and proves that anything looks better slammed on Fuchs

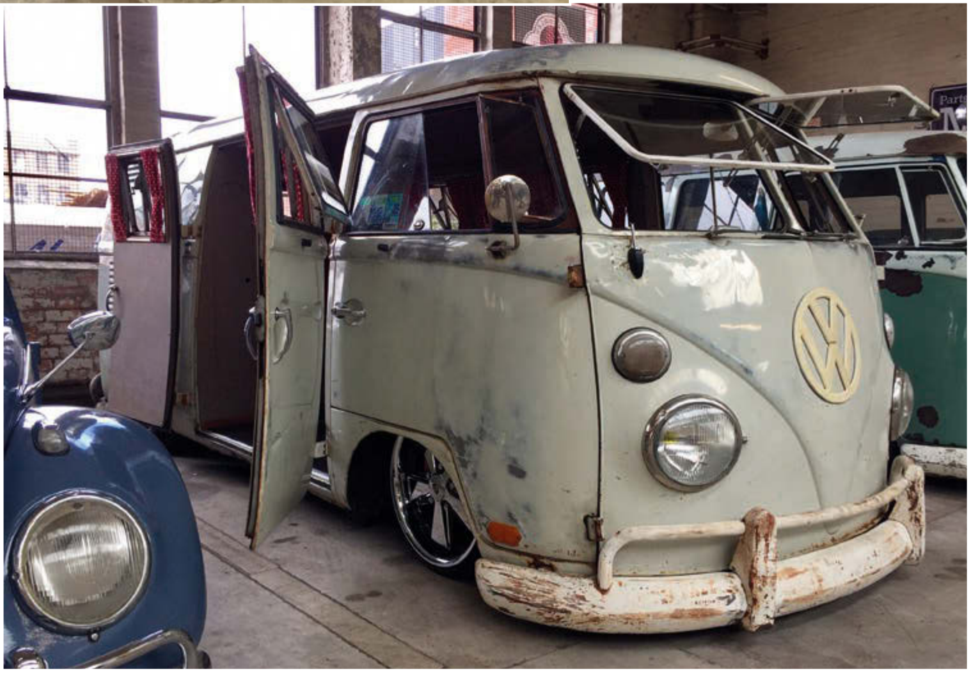






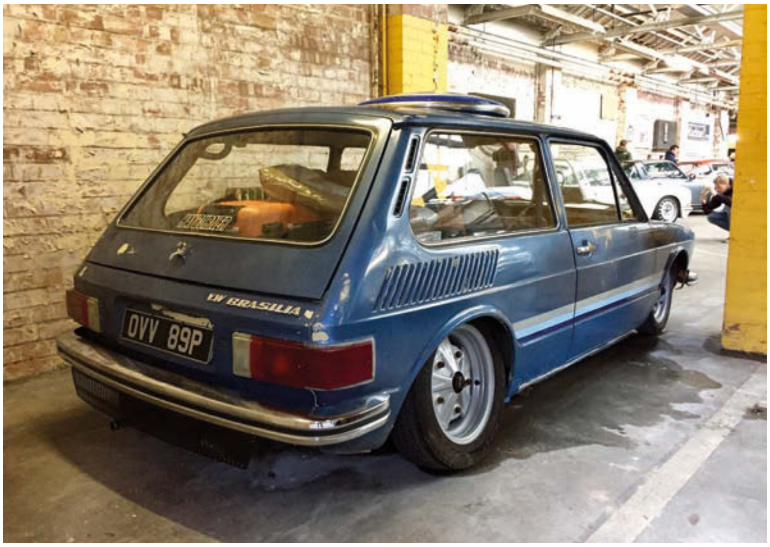
^ Steve Elder's original paint August 1958 Mango Bus has been a favourite for many years. Having owned an August '58 Mango myself, not many people know you could get factory pressed bumpers with the later colour scheme for one month only

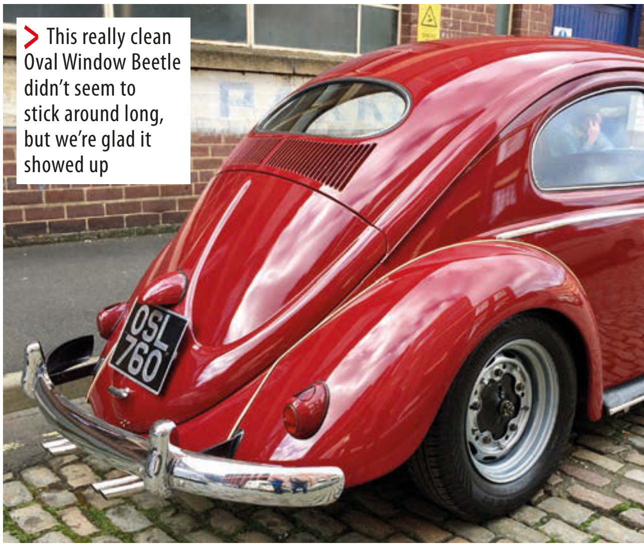
^ > It takes a truly great one-day show for people to drive to it from another country. These cool rides were part of the Bug People contingent who did just that and drove over from The Netherlands



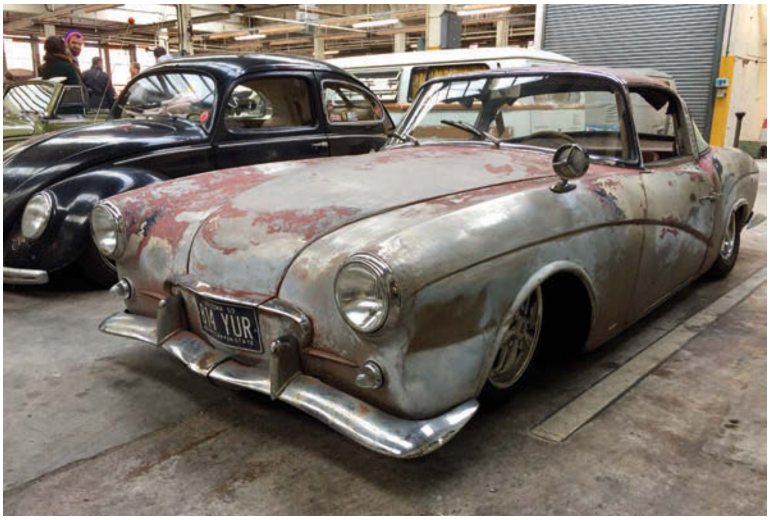
^ An unassuming 1968 Bus on the outside, except for the rare Arizona Yellow paint, this was a real street-sleeper, with a honking turbo motor. Nice!

v Ned and Victoria brought along their nice original VW Brasilia, which looks great with a narrowed beam and Fumagalli wheels

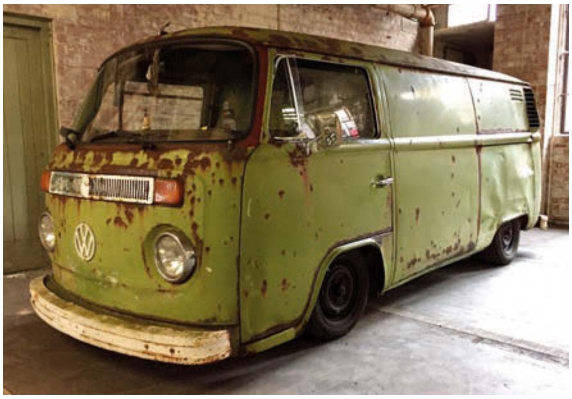




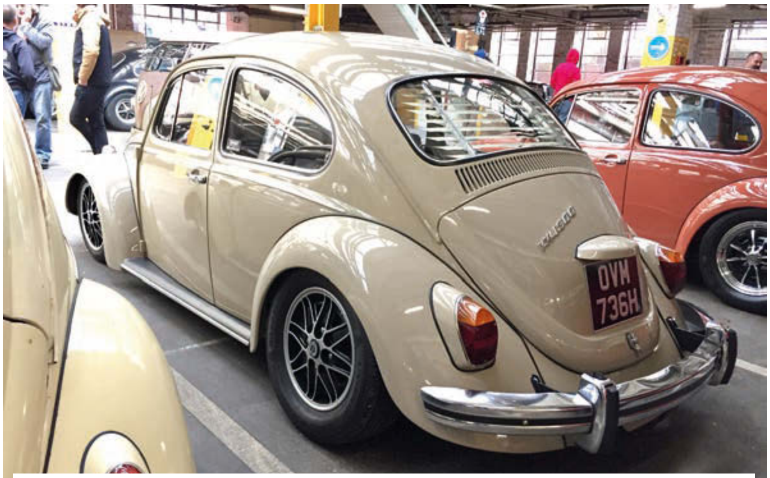
> This really clean Oval Window Beetle didn't seem to stick around long, but we're glad it showed up



I remember just how blown away everyone was when this ratty, slammed Rometsch Lawrence coupe debuted at The *VolksWorld* Show a few years ago. It looks just as cool now as it did then

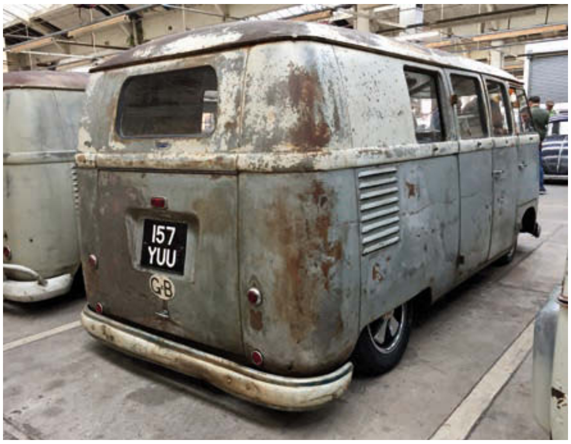


This Greek import Taiga Green '77 Panel Van has clearly had a tough life

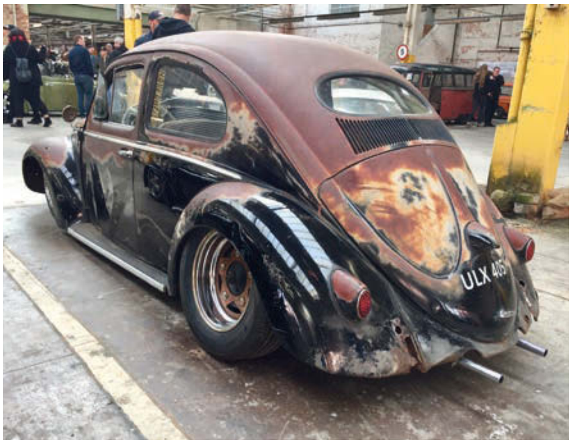


Having just bought a '70 Beetle myself, I kept returning to Joel Orwin's lovely 1970 Beetle on original 4-bolt Cosmic wheels, which I also follow on Instagram

> “this is a must-go diary entry for next year if it's on”



With the metalwork done by Matt Smith of Smith's VW's in Cornwall and the modifications done by Dave Hall, the super rare 'Wind up window' Barndoor looked great



Sporting hardcore patina and rear wheels that had been coach-bolted to the drums from the rear, this oval was a talking point at the show and on social media afterwards

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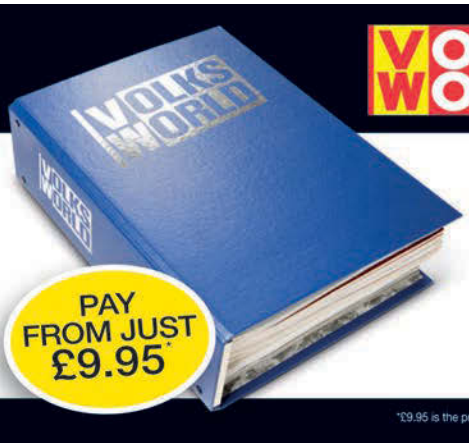

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< ^ The car is very presentable, RHD and rust free. It is thought to have been ordered for use as a postal delivery car (so the driver could get out kerbside) in the far north of Sweden, near the Arctic Circle

OWNER INFO

NAME:
Mark Walker

OCCUPATION:
Regular contributor

CARS OWNED:
Part share '73 Westy

WORK THIS MONTH:
Attempting to drive a '70 home from Sweden

Grinding halt

Mark Walker finally runs out of energy in Sweden

Regular readers will note that I love nothing more than buying an old VW in mainland Europe and enjoying the adventure of driving it home. My latest purchase was no exception. I was notified of the advert for a 1970 1500 Beetle on the Swedish Tradera website (www.tradera.com) by a friend, Mattias Forsberg, who lives not too far from where the car was advertised.

Unusually, the car was right-hand drive – and because of this, it was very cheap with a starting bid of just 15,000 Swedish Kronor (around £1400).

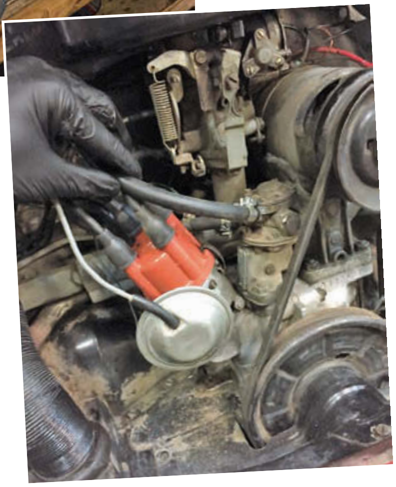
Mattias reckoned that no one in Sweden really wants to drive on the wrong side, so he rightly assumed that the car wouldn't get any other bids. As the auction wasn't open to international bidders, Mattias very kindly offered to bid and deal with the owner for me. When the bid didn't meet reserve and the auction ended, I thought that was that, but Mattias had other ideas and made a deal with the vendor on my behalf for 16,500 SEK.

Mattias went and collected the car for me and stored it in his garage for a couple of weeks, until I could get out to Sweden to bring it home. I duly arranged a flight, accommodation via Airbnb, ferries, trains, a bus and Eurotunnel and made my way out to Enviken in Sweden to collect the car.

I was due to arrive on a Tuesday evening and the idea was that Mattias would help me

The pile of parts and tools I brought from home to make sure the car was as trip ready as possible. Whatever you bring, something else is always guaranteed to break…

I took the spare distributor I was going to bring out of my (already heavy) checked aircraft bag. Mattias came through with a few spare ones – all had issues, but I cannibalised four to make one good one



New fuel lines with the correct type clips and a permanent repair to the carburettor were carried out as first priority – I also bought a 2kg fire extinguisher at the local Biltema – engine fires are no joke

ASTERBOTTEN

With Mattias' help, the timing was set to around 7 degrees BTDC and I added the missing oil breather hose

CENTRERA
APU 322

The start of my road trip on a cold and frosty morning; fortunately the heaters on the driver's side work well

My Airbnb *Stuga* (shepherd's hut) was a £27 bargain, complete with log burner. Owner Johny had a RHD 1961 Beetle as his first car in the 1970s

service the car that evening, before I made my way to my Swedish *Stuga* (shepherd's hut) for the night.

I'd brought a load of tools and parts out from the UK with me, so I could replace a lot of the things that could go wrong on a road trip before I set off. I did a full ignition service, which meant using parts from spare distributors that Mattias had, due to the earth wire falling off the base plate of the one in the car, as I removed the ancient condenser.

Oil no

The previous owner had obviously experienced a problem with the carb, as the brass fuel pipe fitting was loose. As this was the thing that caused me to lose my '66 Bus to fire seven years ago, I epoxy glued it in place, replaced the fuel lines and wired the fuel pipe clip to the carb using welding wire to be on the safe side.

With this done, I checked the valve clearances and replaced the rock-hard rocker cover gaskets. By this time, I'd been up 20 hours on just four hours sleep, so I'm ashamed to admit I didn't get the rocker gaskets seated properly. Of course, I didn't realise this until I hit the road the following morning.

After about 30 miles, the oil light flickered as I went round a corner. I stopped and topped up the oil, only for it to recur another five miles further on, just as I stopped in an unmanned petrol station. As I emerged from the car, there were two large pools of oil underneath and it looked like it was attempting to change its own oil. Fortuitously, there was a garage next door, who were very helpful and soon sorted it.

Fading light

With this done, I headed to Sala to see good friend Bengt, who helped me out a lot on a similar trip two years ago. After this, I headed to nearby Vasteras to meet another friend, Niklas, and pick up a roof rack that my buddy Johnny had arranged to buy. Driving through a beautiful autumnal day in the car was amazing; the engine pulled well, the heaters on the driver's side worked and the magnetic temperature gauge I'd

I was so fortunate to always break down in places where there was available help. This garage was right next door to the fuel station where I discovered the leak and had me back on the road in no time

Long straight roads, an abundance of forests and stunning, still lakes were a feature of the drive through Sweden

It was great to see Bengt in Sala, but unfortunately it was a flying visit – I had already wasted a couple of hours and had another 670km to cover that day

> When the right flasher didn't flash as I indicated off the motorway, I knew I was in trouble

I met friend Niklas in Vasteras to collect a roof rack for my buddy Johnny Montana

The end of my road trip for now… Follow my exploits on Instagram: @barefootdriver

brought from home was reading near 20 degrees inside the car, even though it was low single figures outside.

As night fell, I was headed to Helsingborg, to take the ferry to Helsingor in Denmark, where I planned to stay in Copenhagen for the night before continuing my trip through Germany, The Netherlands, Belgium and France – I'd booked the Eurotunnel to return home on Friday evening, giving me three long days to make the 1650-mile drive. However, around four hours from Helsingborg, the charging light glowed dimly for a couple of minutes after exiting a fuel station, then went out. I carried on for another hour, before stopping to wipe the salt off the screen – a regular occurrence on this trip.

By this time, I'd done over 500km on my first driving day, but needed to do another 250 to reach my Airbnb for the night. As I got back on the road the charging light glowed again, but this time refused to go out. I drove on for yet another hour, before deciding to pull off the E4 into the services at Varnamo. When the right flasher didn't flash as I indicated off the motorway, I knew I was in trouble.

Must fly

I coasted into the service area and let the car run at idle without lights for around 30 minutes – the charging light was out and I hoped this would be enough to recharge the battery and allow me to investigate further. But it wasn't. I shut off the engine and attempted to restart the car, but to no avail. Fortunately, I'd arranged cover on the chassis number with Footman James, as I had done many times in the last 15 years, to include full European breakdown cover with onward travel. So I called the provider, RAC, and was successfully recovered.

As I sit here writing this report, the car is at a local garage. I've had my hotel expenses agreed for the night and the (very helpful) RAC are looking to fly me home tomorrow and give me £500 travel costs to return for the Beetle once the repair has been carried out. Stay tuned for the next chapter. ■

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Next month...

Here's what's coming up in the February 2018 issue of *VolksWorld*, on sale Friday 12 January

Devil in disguise

Phil Collingwood's 1961 Beetle has that 1960s drag car vibe about it, and that's not just the way it looks either...

Dutch courage

Yolande Green's Dutch import was so bad she put it back on eBay before taking the plunge and restoring it

Light up

How to restore your headlamps and carry out a RHD conversion

Everyday superhero

This fast and totally flawless '71 Ghia is a real show-stopper

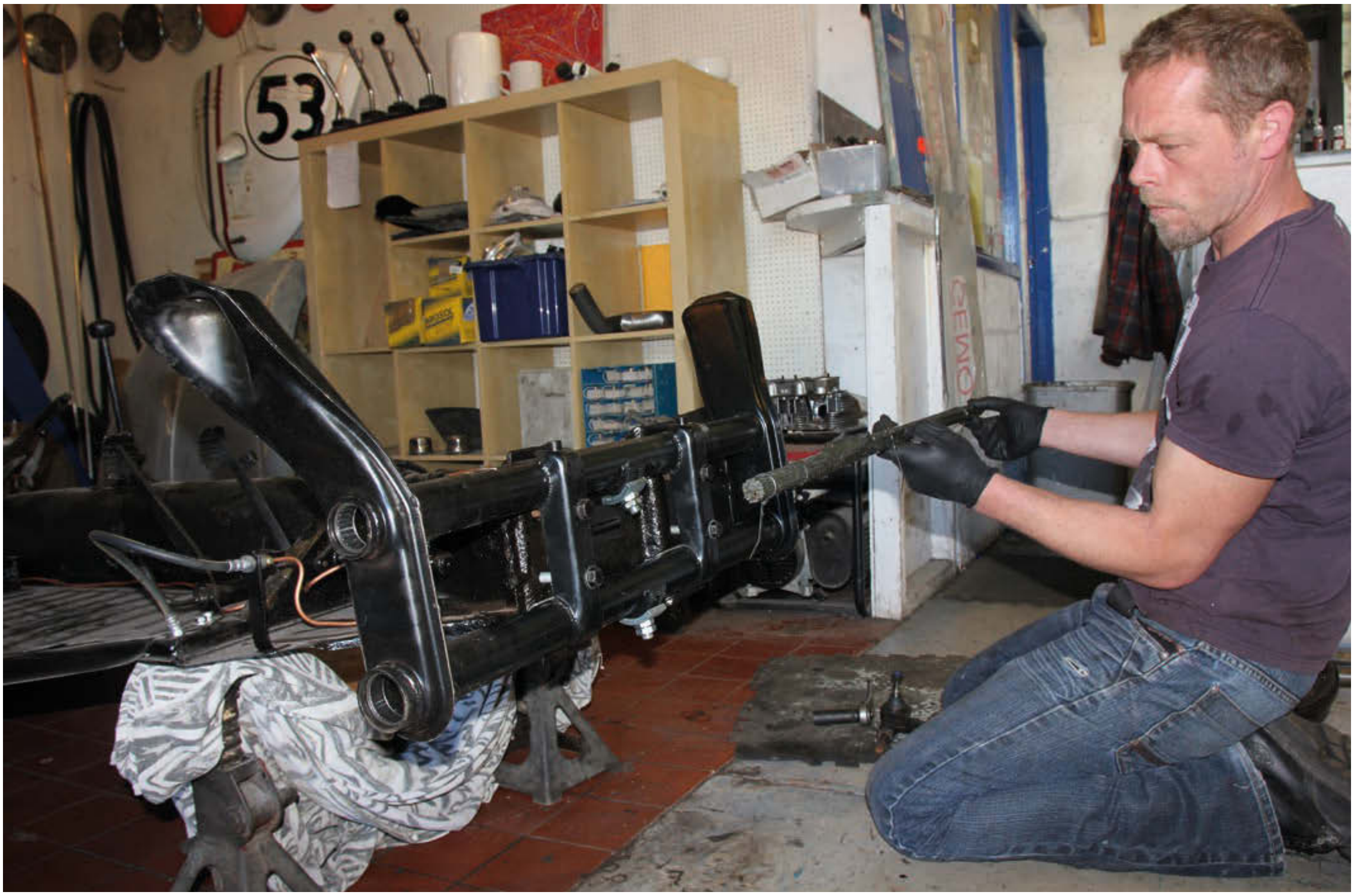
VOLKS WORLD

Don't miss it!

Kept in suspense?

If you want to lower your ride height, improve ride quality or reduce body roll, then here are the options

Words and photos Rob Hawkins



Factory ride quality in a classic VW was always good, but can easily feel rubbish when shock absorbers lose their ability to dampen, springs become ineffective, wheels get buckled and incorrect wheel alignment results in vibration and a worrying amount of wandering. These problems are often wrongly blamed on the characteristics of a classic air-cooled VW and consequently a list of desired modifications emerges, which only makes it worse for the existing parts that are already worn out or damaged. Here, flashing a bit of cash on replacement parts is likely to be the answer.

However, there's lots you can do to make your car handle better, be more stable and look a lot nicer thanks to a lower ride height – and although we've covered all these things before, we felt it worth providing another overview for those of you that might have just gone out and bought a stock example.

Bear in mind, going too radical when it comes to lowering ride height can make it horrible to drive and even downright dangerous, so it's a case of finding a good compromise.

> “there's lots you can do to make your car handle better, be more stable and look a lot nicer thanks to a lower ride height”

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REDUCED ROLL

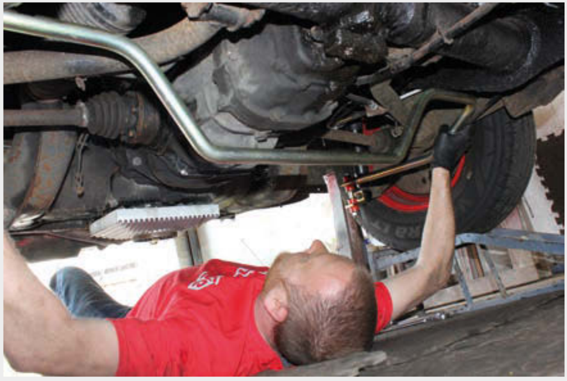
Body roll when cornering can be reduced by lowering, along with fitting uprated dampers. But arguably a better starting point is to fit anti-roll bars, or uprate the existing ones. Also known as a sway bar, this sprung steel bar is located between the front or rear suspension to help reduce sideways movement under cornering, which in turn helps to reduce body roll and firms-up the handling.

Where an anti-roll bar isn't fitted as standard, aftermarket units are sometimes available. On the Bay, for instance, an ARB can be secured to the bottom shock absorber mount and a mount on the chassis. In some cases, a lip on the chassis prevents the rear anti-roll bar from being mounted flush to it, so this will need to be ground off with an angle grinder and grinding disc.

One of the toughest parts of fitting an anti-roll bar concerns those with clamps, as found on the front of Bays and Beetles from 1966 onwards. The bushes for the front anti-roll bar are located with a clamp that wraps around the lower suspension arm. Some clamps are screwed together, but most require you to pull them together before sliding a bracket in position to secure the whole assembly. This requires one person with a pair of vice grips or water pump pliers to pull the clamp together, whilst another person taps the bracket into position with a small hammer to knock a lock tab over.

Some kits, such as EMPI's rear anti-roll bar kit for the Bay, requires the suspension to be under load (wheels on the ground) when fitting. This means ground clearance is limited, so use a pair of drive on ramps

EMPI's front and rear anti-roll bar kit for the Bay Window includes all the necessary mounting brackets and polyurethane bushes



Bays never had rear ARBs as stock, so mounting holes have to be drilled to fit EMPI's kit

UPRATED DAMPERS

KYB make standard and uprated dampers for most VWs from Bays to MacPherson strut Bugs

Excel-G
KYB
GAS SHOCK ABSORBER Excel-G

In most cases, the top mounting bolts for a damper can be fitted with the vehicle raised, whereas the bottom bolt needs to be fully tightened when the vehicle is back on the ground

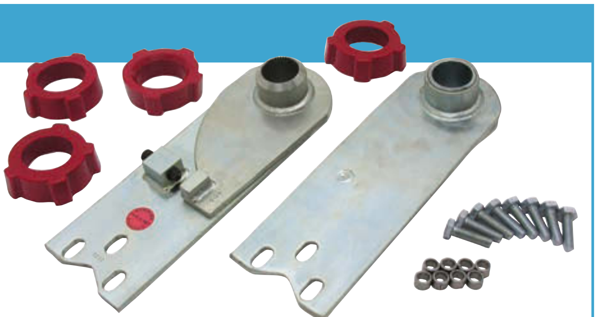
The purpose of a damper is to control and reduce the movement in the suspension so that it stops bouncing. Most are filled with gas or oil, which absorbs the energy from the movement in the suspension, turning it into heat. Over time, dampers can become worn and will benefit from either being rebuilt with new seals, or replaced. So, if you do not know the age or condition of your shocks, fitting a new standard set may transform ride quality and handling. Even a standard spec set of dampers from one of the aftermarket manufacturers (e.g. KYB) can make a noticeable difference if your existing dampers are shot. If, however, you're interested in making further improvements, then manufacturers such as Bilstein, Spax and KYB offer a range of uprated and adjustable units, which are usually a straight swap. The work involved should be completed on level ground with the vehicle secured to stop it moving. When working on the front dampers, the handbrake can be applied and first gear selected. However, it is also worthwhile using wheel chocks and especially so when working on the rear dampers.

In some cases, new dampers may need to be primed by pushing them fully in and out several times to help move any trapped air generated when they are stored. Most dampers are secured with nuts and bolts at each end (upper and lower mounting points). The bottom mounts may need to be tightened when the vehicle is on the ground, so the suspension is under load. This helps to avoid damaging the lower mounting bushes.

Adjustable dampers can help to dial-out handling and ride quality problems. There may be an adjuster knob on the side of the damper or some means of turning the top of the damper rod to adjust the damping rate. Most adjusters are measured in clicks; turning the knob clockwise to stiffen up the damper, or anti-clockwise to make it softer. The best approach is to try a setting and test drive the vehicle

LOWERED LOOK

Caster shims can be adjusted on a front beam to lower the ride height



Adjustable spring plates from CSP allow you to fine tune rear ride height

Dropped spindles on the front can lower the ride height by a couple of inches

Everyone's lowering ride height, so why don't you too? The traditional method of lowering vehicles with a front beam and leaf springs running in two tubes from left to right at the front, is to cut out the centre section of each tube and replace it with a new piece that has an adjustable pinch bolt; these are called 'sway-away' style adjusters and cost around £50-£60. The downside is that you need to cut and weld the beam and when wound right down, the ride can be harsh. Puma-style adjusters work in a similar way but adjust the angle of the leaf stacks and with these, you don't need to cut the front beam. Both require you to dismantle the front beam, in which case, if you don't weld, buying a complete adjustable front beam makes more sense – and these cost £300-£400. If you want that 'tucked-in' Resto Cal look, then get one that's been narrowed, too.

Another option is to fit dropped spindles which cost around £100 a pair and can lower the ride height by a couple of inches, but retain the standard dampers and maintain full suspension travel.

On 1302/1303 Beetles with front coil springs, a set of shorter springs can be fitted to drop ride height – CSP sell them for around £80 a pair. They also sell complete adjustable strut assemblies with smaller diameter coil springs.

At the rear, the spring plates that are connected to the torsion bars can be adjusted to alter the ride height. You simply unbolt the spring plate from the axle, pull it off its outer splines, rotate it up to lower the car, and push it back on again. Okay, it's not quite as simple as all that and often it's easier to fit adjustable spring plates from the likes of CSP so you can get the ride height just how you want it.

Lowering the ride height can have its problems. The camber on the road wheels may be too much, so it will either need to be adjusted via the upper ball joint at the front (Bays 68-79 and Beetles from 1966 onwards), or by shimming the link pins (earlier Bays/Buses and Beetles). CSP sell camber adjusters for the upper ball joint on '68-'79 Bays and 1966-on Beetles, which provides more adjustment than standard.

The tops of the tyres may scrub the underside of the wheel arch, especially on Buses when they are fully laden, and the outer edges of the tyres may also foul the wheel arch lip. The latter can be rectified to an extent by rolling (flattening) the arches and flaring them with using a roller that costs around £50 from Frost Restoration (part number F670).

Wheelarch roller from Frost Restoration can help to prevent tyres being scrubbed

AIR SUSPENSION

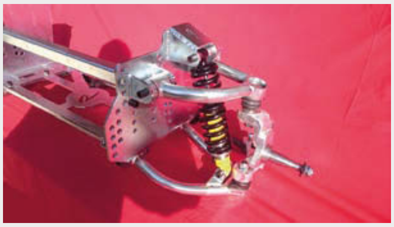
The coil or leaf sprung suspension adopted by VW for its air-cooled models is a traditional design used by many car manufacturers, but there are others, such as rubber inserts and a fluid or air filled system. In brief, these alternative methods substitute the steel spring for rubber, air or fluid. Aftermarket air suspension in particular has become popular for VWs, with specialists such as Limebug developing conversion kits for Beetles, Karmann Ghias and more recently, Bay Windows. Air-pressurised units replace the steel coil or leaf springs, but telescopic dampers remain fitted. Each air suspension unit consists of a flexible rubber membrane (known as an air bag or air spring), which can be inflated or deflated in seconds to adjust the ride height and ride quality. An on-board compressor runs off the vehicle's battery to control the air pressure, allowing it to be adjusted (e.g. increased to raise the ride height, or decreased to lower it). Limebug's prices start at just under £900 for a rear air kit, whereas a complete kit costs from £1995 and can be fitted onto a standard or aftermarket front beam and a standard rear suspension set-up. A deluxe package from £2504 includes everything in the complete kit, plus a narrowed front beam.

The quick means of adjusting the ride height and ride quality of a vehicle, makes air suspension so appealing. You can drive along a road with sufficient ride height to avoid scraping over speed bumps, then drop into the weeds when you're parked up.

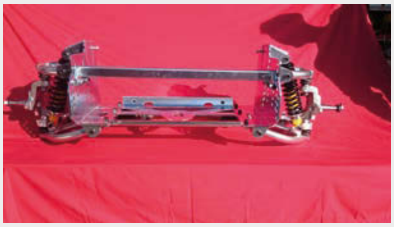
Limebug's range of air suspension kits can be fitted to Beetles, Ghias and Bays

Air suspension uses air-pressurised units instead of traditional sprung steel

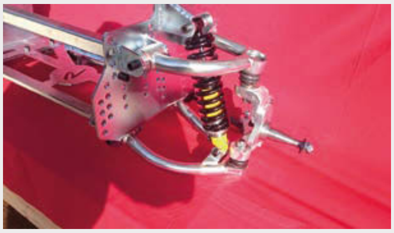
SUSPENSION TRANSPLANTS



The entire setup on air-cooled VWs can be replaced in some cases for better handling and ride quality. Red 9 Design, for example, has developed a completely new subframe for many VWs, which includes new double wishbone suspension arms, outboard mounted coilovers and disc brakes. On the Beetle, Split Screens and Bays, they offer a complete set-up that replaces the standard front beam. It includes double upper and lower wishbones, rack and pinion steering, a drop in ride height of 2-4in and adjustment for camber, caster and toe in/out. Prices start at £1560 for the Beetle and £2200 for the Split/Bay. Rear kits are available for the Split Screen Bus, which require an IRS gearbox from a Beetle or a Porsche. They come equipped with disc brakes, double upper and lower wishbones and new driveshafts. Prices start at £3200.



∧ < ∨ Red 9's range of subframes with double wishbone suspension and outboard coilovers are a work of art, and provide modern suspension and steering componentry



NARROWED BEAMS

A narrowed front beam where the road wheels are sunk and set back in the wheel arches will give you the ultimate tucked-in Resto Cal look. However, don't expect this type of modification to improve your VW's ride quality and handling. It's purely for looks, although the specialists behind these conversions, such as Limebug and Just Kampers, produce high quality components. Budget for around £400 for a narrowed beam, which can be fitted onto the front of most Beetles, Bays and Splits. These will reduce the front track by up to four inches on each side, so make sure the wheels don't foul the arches when the steering is turned to full lock.

∧ A fully adjustable narrowed front beam is the way to go if you want a tucked-in stance

< Limebug's range of narrowed beams can be fitted to Beetles, Split Screen Buses and Bays

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CABRIOLET GLI KARMANN

1984, 102,270 Miles, £3,450. One owner last 30 years, History from new, all MOT's, discs, receipts, 1781cc injection, 112BHP manual, factory supplied GTI specifications. Summer weekend car. No rust dry stored long MOT. Please call 02920 614732, Cardiff.

CADDY MK2

2000, £1,000 ONO. Dark blue. 1.9 diesel. In excellent condition. Some minor welding at the tail gate area. Please call 07976 268273, Herefordshire.

CARAVELLE

1988, £1,750. T25, No MOT, Internal fire damage, excellent engine (Petrol) and auto box. Requires full interior, new screen and window glass. Hydraulic wheel chair lift installed from new. Please call 07932 652744, North Lincolnshire.

GOLF GTI

1988, 148,158 Miles, £1,950 ONO. Classic Golf Cabrio convertible, barbet alloys nearly new. Yokohama tyres, heated rear screen. MOT until 6th July 2018. New rear exhaust, brake shoes and steering rack. Dry stored for last 3 years. Please call 01625 354561

GOLF MK1 GTI

1982, £6,900. 2.0 litre 16V, 230 BHP. Engine built by connaught competition , engines Jonvi throttle bodies with ecu, hi spec brakes, fk cloisters roll cage to much to list mileage. Please call 07941 415177.

GOLF MK3 VR6

1997, 67,500 Miles, £5,995. Highline, 5 door manual. Mulberry metallic, leather interior, sunroof. 2 owners from new (current owner for 18 years). Excellent condition. Long MOT, FSH with bills. Standard car, never modified and always garaged. Please call 01202 696781, Dorset.

MK3 VW GOLF GL

1997, 92,000 Miles, £1,350. Metallic green, 1600cc, 8 valve, 5 door, electrical windows front and rear, electric sunroof and mirrors, owned last 8 years, MOT 04/10/18. Yokohama tyres, recent service with many new parts, very clean and tidy car. Please call 01502 567575.

KARMANN GHIA HARDTOP

1968, £POA. Coupe red. No exceptional tin worm trouble, been dry-stored 25+years. This old guy has too many projects. Delivery can be arranged. Please call 07806 791555.

POLO

1992, £POA. 3 door hatchback. MOT failure. Mainly due to corrosion underneath. Requiring welding. Estimated repair cost £750. Breadvan type. Offered for repair or possible restoration project. Please call 01228 527156, Cumbria.

POLO CLASSIC 1.0

1984, 36,000 Miles, £3,000 ONO. Full VW service history, comes with all documentation, tax discs and Haynes manual, totally standard and original. MOT due in may. Detailed engine. Please call 07891 419769, Lancashire.

VOLKSWAGEN TWIN CAB PICK UP

1993, £7,500. One owner from new first class body work petrol engine, with spare engine, some work been done, used for painting and decorating, water cooled flat four engines, good solid roof rack. Please call 07836 794083.

VW GOLF CL 1600

1997, 33,700 Miles, £1,000 ONO. One family ownership since new. Grey, black cloth interior. MOT August 2018. No advisories sunroof, rust free, clean, drives well, everything tight. Service history. Please call 07871 547394, Oxford.

VW GOLF CLIPPER CABRIOLET

1989, £500. Complete car minus front wings and windscreen, to tally dismantled since 2006. Rebuilt 1800cc engine and overhauled auto box. Please call 01970 639378.

VW POLO C

1986, 63,000 Miles, £2,250. 1043cc engine, 4 speed, Alpine white, 2 owners from new, present owner last 8 years. MOT until June 2018. Recent exhaust, tyres and shocks. Well maintained, original condition Please call 07873 383106.

VW TYPE 3 FASTBACK

1971, £6,500 ONO. Unfinished project, near completion. Pastel white, black interior. Electronic choke needs settling, headlights need wiring. Floor pan is excellent. Sadly, ill health prevents us finishing her. Please call 07837 206183, Somerset.

CAMPERVANS FOR SALE

SPLIT SCREEN CAMPER VAN

1964, 80,000 Miles, £6,200. Comes with full MOT. This bus was built in Germany on the 17th August 1964 and comes with its certificate. Please call +3531 539 4908.

T2 CAMPERVAN

1972, £8,600. Blue, spent £3,000 on having the mechanical overhauled. Fully rebuild 1600cc engine. New fuel lines, brakes and servo, gearbox bushes, electronic ignition fitted. Refurbished interior. Will have 12 months MOT. Please call 07966 053895

T2 CROSSOVER EARLY BAY

1969, £35,000. California imported rust free. Fully restored 2011 owned since. Wax oiled. Summer miles winter stored in insulated garage. 1776cc completely rebuilt motor machined heads 40 twin Webber carbs. Braided hoses, electronic ignition, stainless exhaust, oil cooler, custom Porsche front disks, new rear drums with servo, anti roll bar, empi or original wheels, halogen headlights. Please call 07515 855472, Durham.

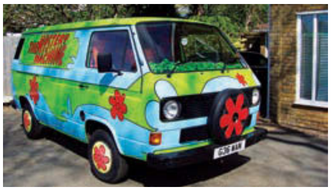
T2 EARLY BAY

1971, £32,000. Professional restoration 6 years. Full photo's available. Trimmed in red vinyl and bull walnut. MOT October 2018. Please call 07885 222831.

VOLKSWAGEN CAMPERVAN

1979, 82,313 Miles, £26,000. Exterior and interior excellent condition. Rock n roll double bed, double bed in pop up, CD player, fridge, sink, gas hob, stow away table. MOT until May 2018. Please call 07766 541749, Wiltshire.

VOLKSWAGEN MYSTERY MACHINE



1989, £10,500 ONO. Professionally converted 78PS panel van. Fitted out for fun or business. Sound and video. 1915cc Petrol. New stainless steel exhaust. New tyres. Recent service. MOT October. Kent. Please call 07721 942732, Kent.

VOLKSWAGEN SPLITSCREEN

1966, £45,000. Red and cream purchased July 2017 after bare metal restoration, new engine and gearbox brake servo. Total refurbishment of interior. Documents paperwork to prove all work carried out by Volkswagen camper van specialist. Please call 01772 634659.

VW 2.0 (102) T30 LWB

2011, £26,000. Converted this year by retired engineer reclassified, MOT. Oct 2018. Please call 01772 436944.

VW CAMPER

1989, £10,000. T25 Westfalia LHD California, turbo diesel, pop up roof. MOT to Jan. Very good condition, great engine and very good body work, new upholstery. Please call 07913 309018.

VW CARAVELLE CAMPER

1983, £6,000. New clutch, new tyres, new exhaust. Fully equipped camper. Resprayed. 3 berth, WHB and gas cooker, radio, tow bar. 12 months MOT. New awning. Please call 07971 385242, Dorset.

VW DOUBLE CAB PICKUP

1983, £9,100 ONO. One owner from new, first class body work, spare engine. Partly restored. Please call 07836 79408, West Yorkshire.

VW EARLY BAY CAMPER

1970, £14,995. LHD, full engine refit, rock n roll bed, many original features, converted bed in pop top, MOT May 2018, stored in garage. Please call 07917 830346, Swindon.

VW LATE BAY CAMPERVAN

1975, £24,000 ONO. Tax exempt, 1.6 litre engine, beautiful condition and great bodywork following restoration. 3/4 Rock & roll bed. Lighting and AV setup throughout. Gas hob and Sink3 Berth plus hammock for over front seats. Pop-up roof. 12 month MOT. Leisure battery plus charging system. Please call 07538 163882, Herts.

VW T2 EARLY BAY WESTFALIA

1970, £29,995. California Import, left hand drive, full restoration summer 2014, great runner comes with MOT till September 2017, original van with new canvas and extras. Please call 07500 777147.

VW WESTFALIA ADVENTURE WAGON

1969, £14,300 ONO. LHD, Californian Import, 1.6 litre, Rock & Roll bed, electric hook up, MOT, wax oiled, service history. Solid original bodywork, tax exempt, U.K spec electric. Serviced by VW Specialist. Please call 07980 165243 or 01614 837405.

VW WETFALIA RHD

1974, 57,000 Miles, £12,995. Four berth re-conditioned engine, propane heater, tow bar, inverter. New drive away awning radio and cd player. 3 registered owners from new. Original Westfalia trim, cooker. Other extras available. Good condition. Please call 07971 475267.

PARTS FOR SALE

9 METRE ROLL OF MK4 ESCORT RS SERIES 2

£785. Tennis racket material, in grey with tennis racket pattern. Very rare item and was in storage, would be ideal for any project or club enthusiasts. Please note will not cut any of this material selling the complete roll this material is in mint condition. Please call 07867 840819.

BEETLE PARTS

1969, £VARIOUS. Beetle right hand door, slight rust, easy repair £65. Speedo in KPH £25. Manual fix your Volks Beetle 1st edition £25. Dinky small window £30. Please call 01843 897546.

GOLF MK1 ENGINE & GEARBOX

£OFFERS. 1981, 1600cc GTI, genuine 77,000 miles with original binnacle. All working, plus old MOT's and proof of mileage. Please call 07752 719762.

GOLF MKTT VARIOUS PARTS

£VARIOUS. Rear screen £30. Unused single wiper kit £30. Pair crystal H/Lamps £40. Golf MK polished ally, rocker cover plus chrome cap/bolts £50. Please call 01279 725455, Herts.

NEW HELLA GOLF 2 GRILL KIT

£100. With spot lights. Please call 01353 860166.

PAIR OF VAG ROOF BARS

£30. Good condition, to fit Golf Mk II. Please call 01214 443877.

T25 CAMPER CURTAINS

£100. Brand new, made for me. Never been used. Bright red (Materialise) Made from existing curtain pattern. Buyer to collect. Phone anytime. Please call 07963 772412. Blackburn.

VARIOUS VW CAMPER PARTS

£VARIOUS. Splitscreen 3 wiper spindles new old stock £25 each. L/H carl type 3 complete with unbrake sports hub for dual port head £75. L/H front flecherbody type 3 wrap round £25. Please call 01353 860166.

VARIOUS PARTS

£POA. VW posset audi 80 nand other VW models 1966 to mid 70s, 10 volumes of repair of service maintenance manuals with supplements. All genuine Volks wagon editions. These hard back books have had little to no use over the years some pages are still sealed but dusty offers. Please call 07976 353953.

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. Also Golf GTI engine. Ring for full details. Please call 07510 171711, Avon.

VOLKSWAGEN VITRIOUS SIGN

1970s, £35. Enamel steel sign not tin. Please call 0208 3997541.

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Please call 07502 032532, Bristol.

VW GOLF MK1/2 WHEELS

£100. 4x100 stud pattern. 4x 6.5x16 steel wheels. Please call 07884 184279.

VW LT DOORS

£80 EACH. Rust free condition. From late model offside/nearside. Please call 077523 12211, Berks.

VW TRANSPORTER STEEL WHEELS

£POA. 7x17. 950KG Rates. Ideal for banding. Please call 07528 667788, Shropshire.

WINTER TYRES

£600. Five part work kummo kw27 (225x40x18). Winter tyres on lightweight team dynamics, pro-race, 1.2 alloy rims. Please call 07979 500582.

PARTS WANTED

VW T25 CAMPER

1981, WANTED. VW 1981 air cooler camper T25 complete tow bar to bolt on with, brackets must be off a VWT25. Please call 02085 341761.

LITERATURE & INFORMATION FOR SALE

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£POA. Manuals, handbook magazines. Please call 01507 610016, Lincs.

COLLECTION OF BACK ISSUES OF VW

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2017 VW T6 Surf, 0 miles, 2.0 diesel, manual transmission, Grape Yellow, air conditioning, front & rear parking sensors, cruise control, driver and passenger armrests, 2 burner gas hob & grill, camping leisure battery, stainless steel sink, 240v mains hook up, raising roof and a king-sized bed. **£44,941.** Ref: 3089.

2017 VW T6 Danbury Royale, 0 miles, 2.0 diesel engine, 2 burner gas hob, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, rear parking sensors & rear parking camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet, **£56,039.** Ref: 2889.

2005 VW T2 Danbury Rio, 15,040 miles, 1.6 air-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, roof bed to make 4 berth, lowered suspension and BRM-style alloy wheels and much more, **£24,995.** Ref: 848K.

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

2013 VW T2 Danbury Diamond, 27,272 miles, 1.4 water-cooled petrol engine, 2 burner gas hob, grill and oven, fridge/freezer, sink, leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more, **£37,845.** Ref: 2826.

2017 VW T6 Royale, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, long wheelbase, Walnut units, Light Wood floor, standard VW upholstery, rear parking sensors & camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet and much more, **£50,579.** Ref: 3043.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2017 VW T6 Active, 19,000miles, 2.0 diesel, manual transmission, tailgate rear door, double cab front seat, air conditioning, colour-coded bumpers, rear-parking sensors, cruise control, alloy wheels, leather steering wheel, metallic paint, BluMotion technology and much more. **Only £42,995.** Ref: LC16 RFE

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Quite an event

Robin Wager reminisces about the early VW shows

What do you think?

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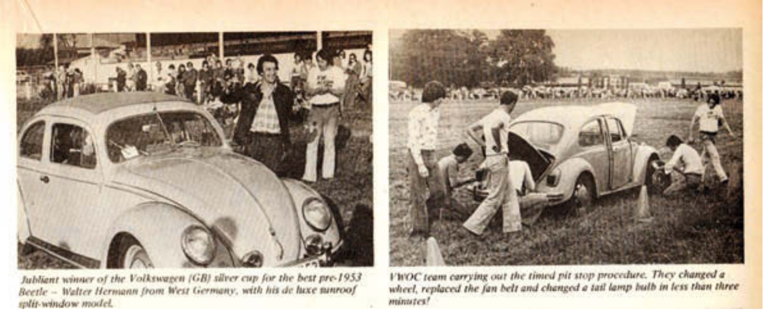
VW Action: the name will mean something to just about every driver of a 'classic' Volkswagen. I was musing on that fact after digesting my latest bedtime reading – the 1976 volume of *Safer Motoring.*

The September issue that year, previewing the first of these annual shindigs, pointed out that the number of VW clubs had declined from a pre-1970 total of more than 60, to the '76 figure of fewer than 20. I found it surprising to think that, back in the '70s, there was already concern about the dwindling membership of the enthusiast clubs.

Organised by the VWOC GB, 'Action' was a spirited effort at halting this decline, by reviving interest among owners in the social and competitive activities of Volkswagen clubs.

I'm not sure it had a great success in reviving club fortunes, but there's no denying it proved a great day out, spawning and encouraging a whole network of annual events, adding new ones to the old.

The first major VW owners' rally, for which Safer Motoring chartered an aerial photography aircraft, attracted some 3,000 VWs and their occupants to Woburn Abbey in 1964. Similar, but not always so well attended, gatherings were subsequently held at Stanford Hall, Newbury and Stafford Showground, and it was at this latter venue that the first VW Action took place in 1976.



Jubliant winner of the Volkswagen (GB) silver cup for the best pre-1953 Beetle – Walter Hermann from West Germany, with his de luxe sunroof split-window model.

VWOC team carrying out the timed pit stop procedure. They changed a wheel, replaced the fan belt and changed a tail lamp bulb in less than three minutes!

VW Action's still a big event in the VW calendar, albeit in a very different format to the first one in 1976. Try rocking up at Santa Pod with those flares…

Car line ups these days are never quite as straight as this one. And look, there's not a Bus in sight

Editor Cushway was at Stafford in '76 with his mum and dad, no less

Token Split Buses must have been something of an oddity at shows in the mid-'70s

With our tiny staff, and not geared up for such things, SM had a low profile at this first 'Action', simply offering copies of our latest issue from a loaned motor caravan. We made up for that in the following month, with a picture report showing the displays, competitions and other activities that offered an interactive experience for everyone who attended.

The action included demos by rallycross and autotest drivers; engine changing and pit-stop competitions; 'Bug-lugging', in which teams had to carry a Beetle a set distance before driving it; and light-hearted games such as the parking test 'musical garages'. A wander around the showground revealed displays of eye-catching customised VWs and a variety of trade and club stands.

The displays of concours d'elegance cars included probably the biggest selection of old and unusual VW models ever assembled in Britain, with a final cavalcade involving nearly every model produced over a period of 34 years.

Our report, by regular contributor Peter Noad, listed the award winners in the various events, with a generous sprinkling of photographs, and I was interested to note how many of the distinguished cars at that first 'Action' are still familiar through regular appearances at some of the current VW shows. The fact that practically all of them are Beetles just goes to show how important that original model has been in the steady success and growth of the Volkswagen organisation.

The company recognises that only too well – which, even if we all know it's a totally different animal – is why there's still a 'Beetle' in the model line-up today. Now homed at Santa Pod, VW Action has also lasted the test of time, albeit – again – in a very different guise to the original. ■

> "The action included light-hearted games such as the parking test 'musical garages'"

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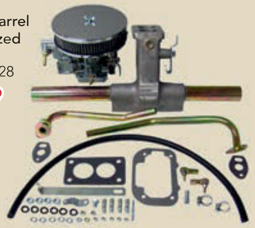

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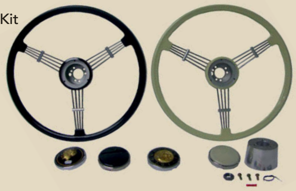

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